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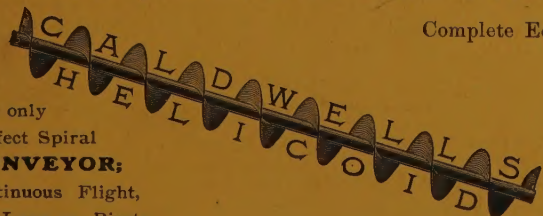
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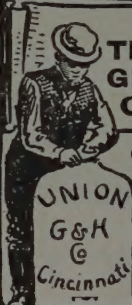
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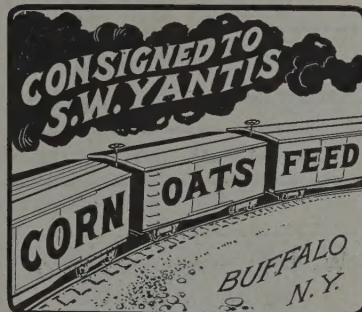
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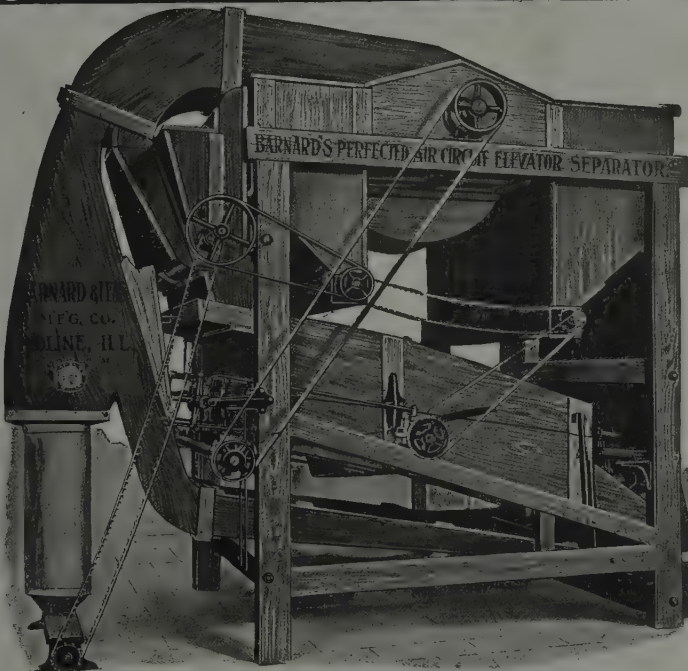
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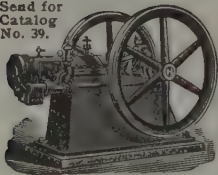
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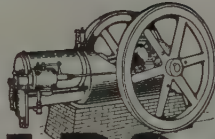


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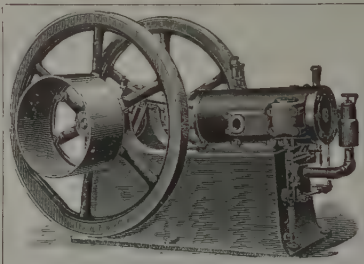
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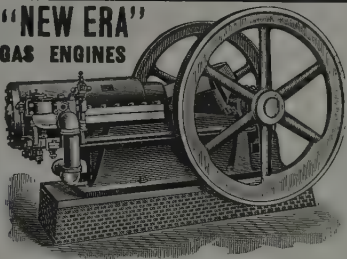
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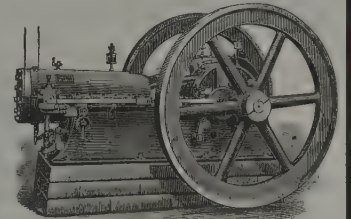
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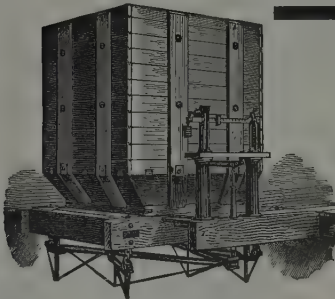
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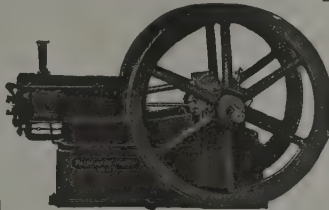
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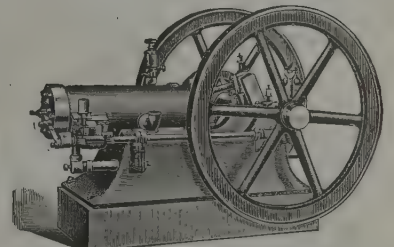
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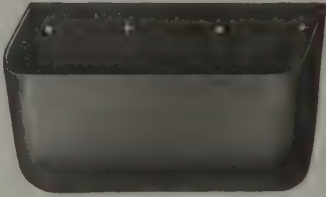
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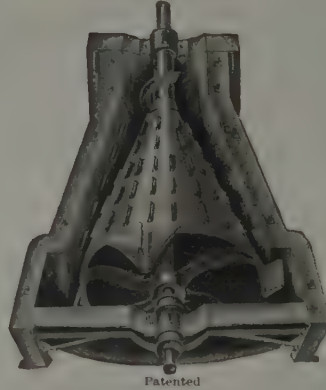
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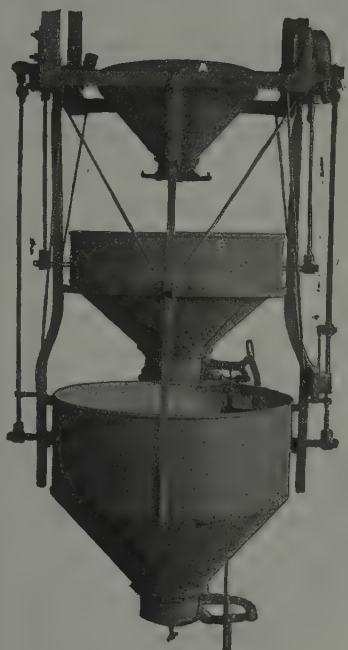
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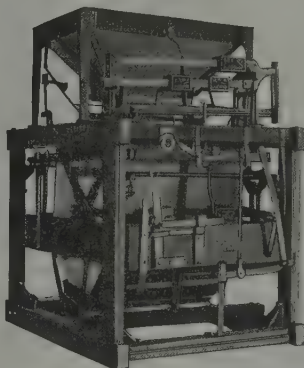
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These machines can be adjusted to suit any elevator.

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Automatic Scales



for weighing grain into cars, bins or sacks.

Guaranteed to be accurate, reliable and durable. Sold on approval. Prices reasonable. Write for particulars.

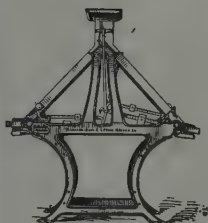
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They are: Simple, because they are not complicated or intricate.
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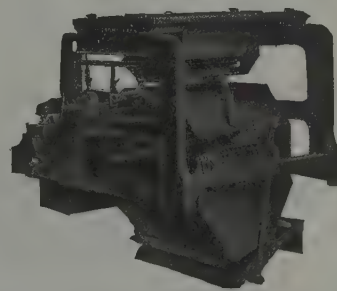
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Why? Because they are saving money by their accurate and labor-saving operation." : : : : :

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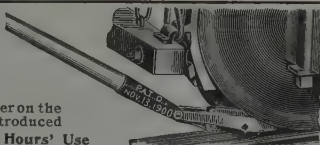
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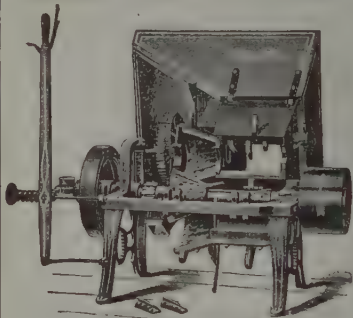


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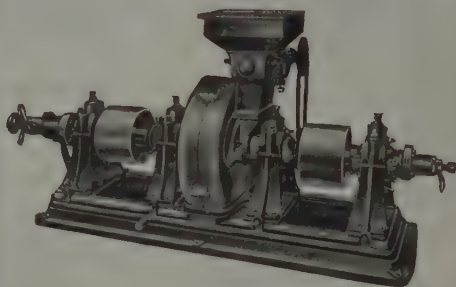
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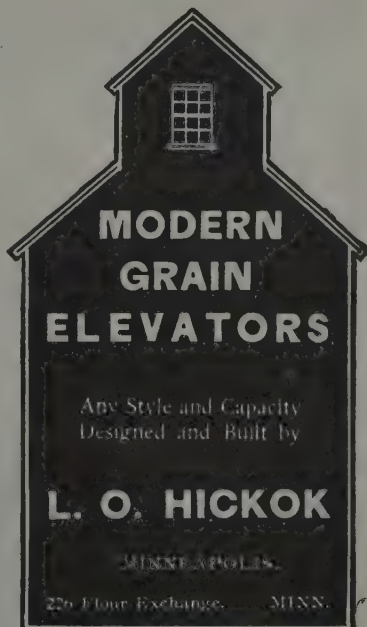
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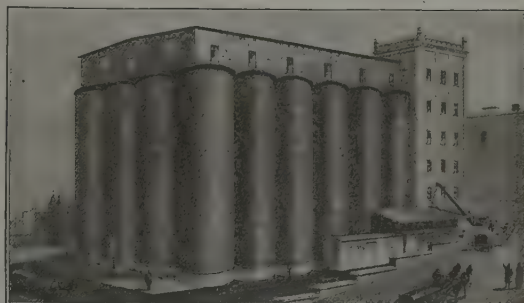
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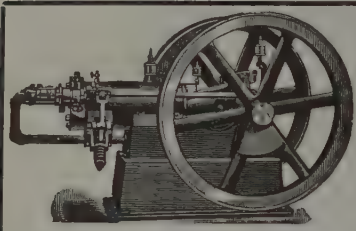
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GRAIN ELEVATOR SUPPLIES.



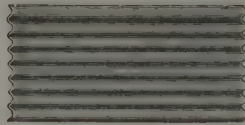
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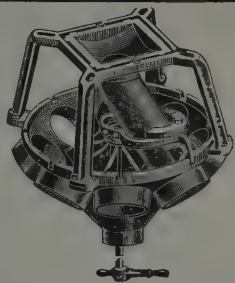
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GRAIN ELEVATOR SUPPLIES.



The Hall Signaling Distributor Non-Mixing

The capacity of your elevator for doing work is controlled entirely by the class of machinery used. Any device that causes trouble when in operation, reduces the earnings just the length of time it takes to remedy it—an hour, two, or a day—as the case may be, to say nothing of the damage and expense for repairs. **The Hall Signaling Distributor** insures the full working capacity of your plant, **ALL THE TIME**, and pays for itself over and over, by eliminating the possibility of delays damage, wasting and mixing grain.

Sent on Trial. Send for Booklet.

HALL DISTRIBUTOR CO.

Room 222, First Nat'l Bank Bldg.
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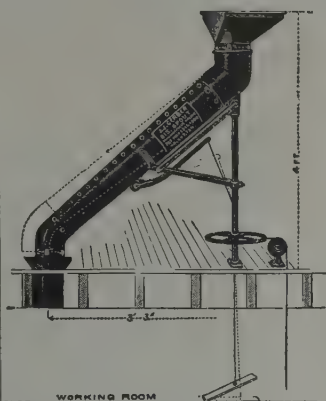
COME TO US

For your **MILL** and **ELEVATOR SUPPLIES** if you want to make your selections from the most complete stocks in the Northwest. In Conveyor Chains, Grain Buckets, Belts, Pulleys, Sprockets and Iron Work for all milling purposes, we carry everything that you may chance to need. Our goods are the strongest and most dependable, made for such purposes

THE NORTHWAY FEED MILL

Is the standard mill of to-day. In general efficiency it has no equals. Give it a trial and you'll certainly concede this. Two things you never fail to get from us are **RIGHT PRICES** and **SATISFACTION**

Strong & Northway
MFG. CO.
MINNEAPOLIS, MINN.



INVESTIGATE

and you will find that the

Gerber Improved Distributing Spout

is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time.

For particulars write

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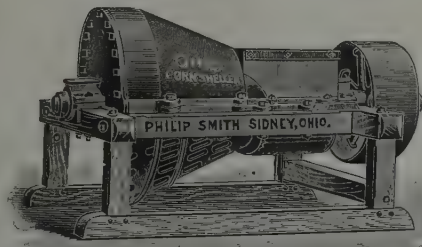
LOCATIONS FOR FLOUR MILLS and ELEVATORS

A number of desirable locations for flour mills, grain dealers and elevators are open on the lines of the Santa Fe in the southwest. Further information will be gladly furnished on application to the undersigned.



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Industrial Commissioner,
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System
CHICAGO

Corn Shellers, Cleaners, Dumps, Drags



Everything for
WAREHOUSE
or ELEVATOR

When in the market, write us

THE PHILIP SMITH COMPANY
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Do You Want

The grain trade news? Then subscribe for the **GRAIN DEALERS JOURNAL**. Twice each month for \$1.00 per year.

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Successors to Lund, Rud & Co.
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313 S. THIRD ST. MINNEAPOLIS, MINN.

Ten Reasons Why You Need a "Clipper" Cleaner



- 1—It is a cleaner that **CLEANS**;
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- 3—It cleans all kinds of grain, seeds or beans perfectly;
- 4—It cleans more grain with less power than any other cleaner;
- 5—It is simple, strong, convenient and will not get out of order;
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- 8—It has stood the test of time;
- 9—It is the only successful combination cleaner on the market;
- 10—It will make and save you money.

These are only a few reasons why you need a "Clipper" Cleaner. Write for catalogue and let us tell you more about them.

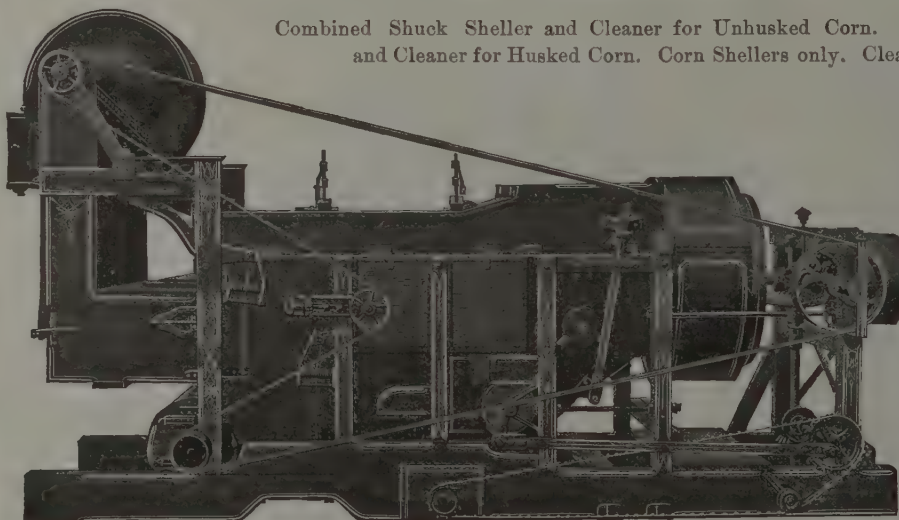
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**NEW PROCESS
DUSTLESS CYLINDER**

Corn Shellers and Cleaners

FOR ELEVATOR, WAREHOUSE OR MILL

Combined Shuck Sheller and Cleaner for Unhusked Corn. Combined Sheller and Cleaner for Husked Corn. Corn Shellers only. Cleaners only.



Favored by Insurance Companies because husks are carried out of building.

The New Process Combined Schuck Sheller and Cleaner shown here is the only machine that can be fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

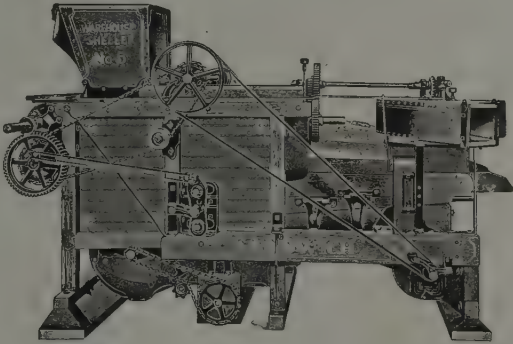
**CLEAN CORN
CLEAN COBS
CLEAN HUSKS**

Send for our Catalog of **EVERYTHING** used in an **ELEVATOR, WAREHOUSE** or **MILL**

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SANDWICH CORN SHELLERS

WAREHOUSE and PORTABLE
For Husked or Unhusked Corn



Are Simple, Fast and Light Running. As Corn Savers they excel all others. They shell all the corn, clean it perfectly and deliver all of it to elevator. Have convenient and modern Dust and Husk Fans. They scatter less litter than any others.—Send for catalog and prices

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50 Per Cent Saved

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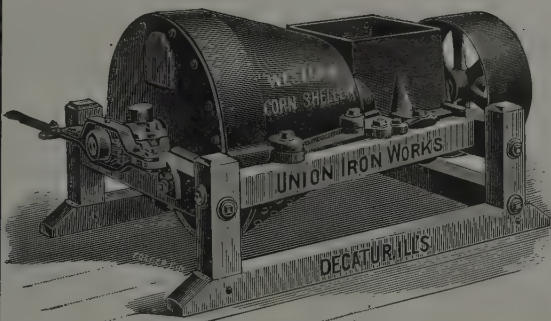


There is but one "Cyclone" Dust
Collector
"THE KNICKERBOCKER CYCLONE"

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THE KNICKERBOCKER CO.

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"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

DECATUR, ILL.

Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

ELEVATORS FOR SALE.

ELEVATOR FOR SALE at Carlos City, Ind. Address H. A. Gaddis, Modoc, Ind.

ELEVATORS for sale in the Central and Western States; write for descriptions. Aaron Smick, Elevator Broker, Decatur, Ill.

IF YOU ARE in want of a good elevator, cheap, doing a good business in all lines, call on J. F. Cartwright Co., Davison, Mich.

FOR SALE—A line of six elevators in Western Ohio; can be sold together or separately. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

OHIO MILL, ELEVATOR and hay barn for sale—an up-to-date equipment, doing \$125,000 business annually. For particulars address P. O. Box 63, Sidney, Ohio.

ELEVATOR AND COAL BUSINESS in central Iowa for sale or trade for Iowa or Minnesota land. Address H. E. R., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

FOR SALE—In northwestern Iowa a 15,000-bushel grain elevator, equipped with modern machinery and doing a good business. Good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

GRAIN, HAY, wood and coal business for sale. Gasoline power. In good repair. Located in good town, on railroad. Doing good business. Now is the time to get in for the winter trade. Will sell 2 thirds, might sell all. Reason for selling is on account of bad health. For sale cheap to quick buyer. Don't write unless you mean business. Address G. O. P., Box 495, Stephenville, Tex.

ELEVATOR FOR SALE 14,000 bus. capacity. Located in a large territory in Northern Indiana. Well equipped with 40 h. p. boiler, 35 h. p. engine corn sheller, 2 cleaners, Clipper seed mill, Bowsher No. 8 crusher and grinder, 2 wagon scales, one hopper scale. Handles from 100,000 to 150,000 bushels of wheat, corn and oats and 1,200 barrels of flour annually. Reason for selling, poor health. Address L. J. Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE that will pay for itself in two years. In the richest farming country in Benton Co., Ind.; 40,000 bushels capacity; 7 dumps, 2 elevator legs, sheller, cleaner, drag chain, 30 h. p. engine, 50 h. p. boiler. Town ships 550,000 to 600,000 bushels annually. This plant ships 250,000 to 300,000 bushels. One competitor who is all right. Will sell for \$7,000 if sold soon. Better look this plant up. Address R. C. Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR BARGAINS, from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

FOR SALE—Large, well equipped country wheat elevator in Central Kansas located on the Missouri Pacific R. R. Good crop. Address Crow, Box 6, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA ELEVATOR for sale, capacity 20,000 bushels, doing good business. Price right. Good reason for selling. Address South Dakota, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One of the best elevators in northeastern Kansas; handles wheat, corn oats and seeds; good business; good money maker. Address M. E., Box 10, Grain Dealers Journal, Chicago, Ill.

I HAVE a good grain business for sale in good town; a good paying business for man with small capital; good reason for selling. Address Pany, Box 10, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale in the corn belt of Iowa; handle lumber coal and feed at each elevator. Will sell elevators with or without lumber yards. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In eastern city, belonging to an estate, an old-established grain business. Elevator, corn-meal mill; electric power; good railroad facilities. Would give lease of elevator if desired, with privilege of renewal. Address Trustee, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Located in central Iowa; cribbed elevator; 2,000 bushels capacity; steam power; 20 horse engine; 88 cars last year; larger crop this; good coal business; for sale cheap to quick buyer. Don't write unless you mean business. Address L. J., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale in corn and oat belt of Iowa; cribbed house; capacity 80,000 bu; good cribs for 20,000 ear corn; 5 acres of land; also handle coal, feed, tile and all building material except lumber; big crop to handle this year; price \$12,000.00; doing a profitable business; reason for selling, poor health. Address Pat, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—25,000-bu. cribbed elevator, with 35,000 oats storage attached; 12 h. p. Fairbanks gasoline engine; Howe scale; modern elevator throughout; 20,000 ear corn capacity; located in central Illinois, on the Chicago & Alton Railway; nice coal business in connection; handles 150,000 to 200,000 bus. annually; price, \$10,000 cash. Address Rose, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—elevator, 12,000 bushels capacity, 8 room residence and new barn. Good flour and feed trade. Heart of corn belt. One warehouse and 1 corn crib, 3 dumps in elevator, 1 three pair roller mill and 1 Bowsher grinder for grinding feed, 1 cylinder corn sheller, 1 suction cleaner, 2 fanning mills, 1-40 h. p. steam engine. All in good condition. Price given on application. Address Box 4, De Soto, Iowa.

ELEVATORS FOR SALE.

UP-TO-DATE eltrs. in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

ELEVATOR for sale, doing nice business. Also lumber and coal connected with same. W. O. Buckingham & Sons, Sunbury, Ohio.

TWO NEW ELEVATORS for sale; also lease another; in first-class condition. All doing business in grain and coal. Will sell them very cheap; have other business. Address H. J. Sals, Charles City, Iowa.

TWO PRIVATE Wire offices in cities of 25,000 to 35,000 in Illinois. A good opening for some one wanting a profitable business. Address Chas., Box 88, Grain Dealers Journal, Chicago, Ill.

I HAVE A TRACK buying business in one of the best track buying centers in Illinois. Write for price and full information. A good chance for a middle-aged or young man having small capital. C. A. Burks, Decatur, Ill.

SOUTH DAKOTA ELEVATOR for sale; 25,000 bushels capacity; good grain business; good coal business in connection. Snap if taken soon. Reason for selling, going in other business. Address Box 36, Miller, S. D.

GOOD ELEVATOR for sale in live Wisconsin town surrounded by rich farming country; 25,000 bushels capacity. Might exchange for western land. Address Western Land Securities Co., 143 Endicott Arcade, St. Paul, Minn.

FOR SALE—Well equipped grain elevator in best corn belt of Iowa, doing a good business; 12,000 bushels capacity. No trade; part time to proper party. Address Vern, Box 10, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED—I have a one-third interest in a track buying and commission business in one of the market centers. It would pay you to investigate this proposition. Address Com., Box 45, Grain Dealers Journal, Chicago, Ill.

I HAVE ELEVATORS in Illinois, Indiana, Ohio, Iowa, Missouri, Kansas and, in fact, all of the grain states. Send for bank reference and list of No. 20. Largest list of elevator properties ever offered to prospective buyer. Address C. A. Burks, Decatur, Ill.

HELP WANTED.

EXPERIENCED GRAIN BUYER wanted to operate country elevator in northwestern Iowa. Give references when answering. Address M. T. O., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Active, experienced traveling man with trade acquaintance to solicit grain consignments and speculative orders for old established Chicago commission firm. Address, stating salary and references, Elod, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Salesmen to sell the well-known BLATCHFORD'S CALF MEAL, HORSE, CATTLE & POULTRY FOODS, etc., to the Country Flour & Feed Dealers, etc.; 25 per cent commission first month, then salary. Address J. W. BARWELL, BLATCHFORD'S CALF MEAL FACTORY, Waukegan, Illinois.

ELEVATORS WANTED.

WANTED to buy or rent an elevator. Address Box 253, Applington, Iowa.

WANT TO RENT or buy elevator: Address, Box 154, Lesterville, S. D.

WANTED to buy or rent elevator. Address Borne, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR OR MILL WANTED in exchange for good improved farm in western Illinois. Address Iowa, Box 9, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR wanted, which is run-down, preferably one operated by a co-operative company. Address A. G. Billings, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—in eastern Ill. or western Ind. on C. & E. I. or I. C. railroad to lease with purchase privilege. Address Loch, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—in central or western Indiana; must be in good condition with plenty of business. Give full particulars first letter. Address A. B. Cohee & Co., Frankfort, Indiana.

ELEVATOR WANTED in southwest Minnesota, northwest Iowa or eastern South Dakota in exchange for 240 acre improved farm in Lincoln County, Minn. Address Charles Murphey, R. F. D. 2, Taunton, Minn.

WANT TO LEASE with purchase privilege an elevator in good repair; also actively engaged in handling grain, or will buy or lease ground for erection of elevator. Address W., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in southwest Minn., northwest Iowa or eastern South Dakota in exchange for 160 acres in Dickey Co., N. D., and 160 acres in Kittson Co., Minn. Choice pieces of wild land close to railroad station in best of wheat country. Address Lock Box 49, Montgomery, Iowa.

WE WANT TO BUY or exchange a good corn farm for an elevator in Indiana in well organized territory; must handle not less than 125,000 bushels and property must be priced at its actual value and located in town of not less than 500 inhabitants. Address R. Investment Co., Lock Box 154, Mill Shoals, Ill.

MISCELLANEOUS WANTED.

ILLINOIS CHARTER wanted which will cover the needs of a country station. Give full particulars. H. R. F. Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS SOLD.

C. A. BURKS,
The Elevator Broker,
DECATUR, ILL.
Has sold in Illinois alone 59 elevators. One satisfied customer brings another. Send for Bank Reference and Largest List of elevators For Sale ever published.

SITUATIONS WANTED.

MAN with grain, railroad and traffic experience desires position. References Ar. Address J. E. C., Box 10, Grain Dealers Journal, Chicago, Ill.

FIRST CLASS MAN wants position as manager of elevator, best of references. 17 years experience. Address, A. W. Walls, New Richmond, Ind.

SITUATION WANTED—in elevator as bookkeeper and general office man; salary reasonable; good references. Address F. A. J., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—as manager or operator of an elevator; can do bookkeeping and am capable of handling engine and machinery. Good references. Address J. S. Goodwin, Dysart, Iowa.

EXPERIENCED GRAIN MAN wants position with some elevator company; can handle anything from office to machinery. Reasonable wages to start with; best references. Address H. L. T., Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As grain buyer, Iowa or Illinois preferred; am mechanic, engineer and operator, first-class bookkeeper, builder and repairer. Address Hustler, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as auditor or elevator inspector for a line house, or solicitor for grain firm or buyer at station, or any good position; good references. Address Free, Box 8, Grain Dealers Journal, Chicago, Ill.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

OFFICE MAN—Wants position as manager or assistant manager in large mill, grain office or flour and feed brokerage business; thoroughly competent; 27 years old. Have had over eight years' experience in above lines of business as accountant and correspondent and as manager of feed and grain business. Can furnish very best of references. Address Box 835, Kansas City, Mo.

MILLS FOR SALE.

FOR SALE—\$2,500 model steam feed mill, 40 bags feed per hour. Plenty of business, railroad town. Address F, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One mill consisting of machinery almost new for grinding hominy, meal and feed; located in the heart of the corn belt. A fine business proposition. Address S. W. Allerton, Allerton, Ill.

FOR SALE: a 75 bbl. roller mill with elevator of 20,000 bushels capacity on Monon R. R., all in first class condition. Good grain country. Write for further information. Address J. A. Low & Son, Bainbridge, Putnam Co., Ind.

THE QUICKEST, CHEAPEST AND BEST WAY

to buy or sell, rent or lease a grain elevator is to make your want known to the grain dealers of the country thru their recognized medium for effecting such exchanges, to-wit—the Wanted columns of the Grain Dealers Journal of Chicago.

Read the experience of others:

H. B. Farquhar, Orient, Ia.: We have sold the elevator and your ad did the work.

Julius Kunz, Wesley, Ia.: Since inserting my ad I have procured two elevators. I am in touch with several other propositions and will no doubt be able to close on some more, all of which came about thru the ad run in the Journal.

McCrea & Vlereborne, New Holland, Ohio: We have sold out. Your Journal did it. We had about thirty inquiries.

W. O. Rearick, Milroy, Pa.: Please discontinue my ad in your Journal for elevator and coal business, as I am now offered so many good places through your valued paper, that I hardly know which to go to see first.

Fowler Grain Co., Fowler, Ind.: Please discontinue our elevator for sale ad, as we have plenty of inquiries enough to keep us busy for a week answering.

J. C. Hall, Cherokee, Ia.: Enclosed find draft for ad in your Journal. I had forty-two letters from prospective buyers and sold the property.

J. W. Smith, Lamoni, Ia.: You may discontinue my ad in your "Elevators For Sale" column as I am getting so many inquiries from the one issue that I believe that I shall have no trouble in making the sale.

C. F. Barnhouse, Morral, O.: Have lots of answers to my adv. of elevators wanted.

Geo. Pearce, Peoria, Ill.: Through my ad inserted in the Journal I sold my elevator at West Lebanon, Ind.

Mell & Cole, Elgin, Okla.: Enclosed find check for \$2.10. You may stop the ad; it has brought us a trade.

V. L. Anderson, Annawan, Ill.: Discontinue my ad of elevator. Have sold. I consider advertising in the Journal a practical way of selling elevator property. Have had over 85 inquiries.

The above letters should prove to you that the Grain Dealers Journal way is the cheapest and best way for buyers and sellers to get together.

The cost is so small that no one can afford to take chances on ads not bringing the desired results. Fifteen cents per printed line each insertion. That's all. Try it.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

LIGHTNING GASOLINE ENGINES. Simple and durable 3 to 25 h. p. Hay Press Co., 459 Mill St., Kansas City, Mo.

LAMBERT GASOLINE ENGINE, 20 h. p., for sale; in fine condition. For particulars address A. J. Monroe, Arthur, Ill.

HORIZONTAL GASOLINE ENGINES, new, 2 h. p. \$95; also 2½ h. p. Weber, used 10 days, \$75. H. Pittenger, 22 So. Canal St., Chicago, Ill.

FOR SALE—Gasoline engines 8 h. p. Fairbanks; 12 h. p. Howe; 8 h. p. Webster. Several smaller ones; also engines and boilers. Address Wallace Machinery Co., Champaign, Ill.

STEAM ENGINE, 12 x 24, new, drop cut-off valves. Economical. GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

FOR SALE or trade, 10 h. p. steam engine, in good condition; one boiler feed pump. Will trade for a 4 to 8 h. p. gas or gasoline engine. Address P. O. Box 525, Eaton, Ind.

SEVERAL good gasoline engines some new and some second-hand up to 20 h. p. Cheap to prompt buyers. State size wanted. Des Moines Gas Engine & Electric Co., 417 Tacoma Bldg, Chicago, Ill.

IT PAYS to buy a good engine; assume no risk! We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 526 West 5th Street, Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO. Chicago, Ill.
9 S. Canal St.

FOR SALE—One 8 and one 12 h. p. second-hand steam engines, one 4 h. p. gasoline engine, also several larger sizes, one 6x4x6 and one 10x7x12 Duplex steam pumps. All thoroughly overhauled and at bargains. Address Enterprise Machine Co., Minneapolis, Minn.

MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

FOR SALE—One 20 h. p. gas or gasoline engine, 1 No. 15 Perfection dust collector. Above as good as new, good; complete. Address Crawford Mfg. Co., Cleveland, Ohio.

FOR SALE—700-20 in. x 7 in. x 7 in. Buffalo elevator cups with malleable I brace. Second-hand. Good condition. Address Stephens & Tyler, 960 Monadnock Blk., Chicago, Ill.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

BARGAINS.

One 4 h. p. Hamilton gasoline engine; one No. 6 Clipper mill; two elevator stands complete; 4x5 cups; one 12 one 16 ft. long; one Howe dormant warehouse scale; Capacity 2,500 lbs.; All as good as new. Address H. A. Myers, Plankton, Ohio.

MACHINERY BARGAINS.

500 bushel Fairbanks Hopper scale, sealed and tested\$75.00
60x16 boiler, completed, tested to 165 lbs.\$325.00
Large stock of state inspected second-hand boilers, 5 to 150 h. p.

Engines, all sizes, rail, pipe, pulleys, shafting and mill machinery.

MANUFACTURER'S SUPPLY CO. Minneapolis. Minn.

ENGINES AND BOILERS.

ENGINE, boilers, rolls, stones, belting and shafting of New England Mills. E. B. Hiarts, Hartford Bldg., Chicago, Ill.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

FOR SALE—One 125 horse power boiler, front, stack, shaking grate, etc.; all in good condition, are replacing with larger. For full particulars address Charleston Milling Co., Charleston, Mo.

MACHINES FOR SALE.

FOR SALE—One Marseilles Portable Elevator and Wagon Dump. E. I. King Co., Logan, Kans.

BOSS GRAIN LOADER No. 10 for sale. Never been used, will sell cheap. Address G. W. Piper, Yuton, Ill.

FOR SALE AT A BARGAIN one No. 3 Victor corn sheller in good repair. Address Pauls Valley Milling Co., Pauls Valley, I. T.

PORTABLE DUMP for sale. Will handle any kind of grain well and quickly. Just the thing for cribbing corn. Address Woodbury & Files, Muncie, Ind.

FOR SALE—5 Marseilles portable grain elevator and wagon dumps slightly used; also grain shovels. At a bargain. Address Harris, Scotten Co., 37 Board of Trade, Chicago, Ill.

SPECIAL BARGAINS.

One No. 2 Victor corn sheller; one No. 2½ Western corn sheller and cleaner combined; one iron clad cob crusher Robinson make, new; one No. 4 Western sheller, new; one No. 4 Monitor combined corn and grain separator, has wheat, oats and corn screens; good as new. Feed and attrition mills. Cleaners of all kinds. Oat clippers. Write for circulars No. 24. A. S. Garman & Sons, Akron, O.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

LIGHTNING SCALES, Hopper, Wagon, Pitless Dormant, Portable. K. C. Hay Press Co., 459 Mill St., Kansas City, Mo.

SCALE FOR SALE. Fifty-ton Howe track scale and platform timbers complete. Fine order; a bargain. Address The Detrick Milling Co., Tippecanoe, City, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

Grain Register No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼ x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,
255 La Salle St., CHICAGO, ILL.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8¼ x 13¾ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company
255 La Salle Street CHICAGO, ILL.

STRAW FOR SALE.

RYE STRAW and clover for sale. Hartell & Martin, Pottersville, Mich.

HAY WANTED.

HAY and STRAW consigned to us receives our personal attention at Chicago or Milwaukee. Give us a trial. W. J. Armstrong Co.

CLOVER and MIXED HAY wanted. Can place it to good advantage; write for billing instructions. Address Ford B. Strough, Boston, Mass.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY WANTED—Can use 100 to 200 cars No. 2 and No. 3 timothy hay; also 100 cars threshed timothy hay. Give me a trial. Leo McDaniel, Commission Merchant, 613 Ohio St., Cairo, Ill.

QUICK SALES—PROMPT RETURNS—If you want these let your hay consignments go to S. G. Fairbank & Co., Richmond, Virginia. Draft with B-L attached for 75 per cent honored on all shipments.

BAGS FOR SALE.

BAGS for grain, oats, feed, etc., for sale cheap. Address William Ross & Co., 57-59 S. Water St., Chicago, Ill.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

GRAIN FOR SALE.

CORN, MILO MAIZE, KAFFIR corn and peanuts for sale. Address R. J. Bishop, Gage, Okla.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of white, write or telegraph Sam Williamson, Salt Lake City, Utah.

KAFFIR CORN, Cane Seed, Alfalfa Seed, and Hard Milling Wheat for sale. Get our prices. L. H. Powell & Co., Wichita, Kansas.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

CHICKEN FEED WHEAT wanted. Quote prices and send samples. Address E. Berger, Tampa, Fla.

NEW CORN and natural white oats wanted. Send Samples. Address J. F. Hammers & Co., Chamber of Commerce, Boston, Mass.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

BUCKWHEAT WANTED—Wherever you are located, east or west, we want your buckwheat. Write us what kind of buckwheat, quantity, how dry, how clean, when can ship and price f.o.b. your station. Address Stillman Wright & Co., Berlin, Wis.

MISCELLANEOUS.

NAMES WANTED of the principal New York exporters and European importers who are buyers of corn and wheat. Address E. H. Linzee Grain Co., Hobart, Okla.

VENTILATE YOUR EAR CORN: No matter how perfectly your corn keeps on the outside of the crib, it will keep better in the middle of the crib if you use Beale's Patent Movable Corn Crib Ventilators. Just the thing to make No. 2 corn. Reasonable terms. Address N. S. Beale, Patentee, Tama, Ia.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER, TIMOTHY, RED TOP, ORCHARD GRASS SEED, etc., wanted in carloads. Address Wm. G. Scarlett & Co., Baltimore, Md.

TIMOTHY, CLOVER, ALSYKE, fancy red top, Hungarian. Contract prime grades, mixed cars. 3 to 5 cars wanted. Wm. F. Chick, Bangor, Me.

CLOVER SEED WANTED. Mail samples. Car lot or less. Will try and deal. Address Berne Grain & Hay Co., Berne, Ind.

SEEDS FOR SALE.

TIMOTHY SEED, \$1.35; Clover, \$6.60; Hay, \$6.00 ton. Geo. R. Wheeler, Victor, Ia.

SEEDS FOR SALE—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for Prices Missouri Seed Co., Kansas City, Mo.

SEEDS BOUGHT AND SOLD. Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

KAFFIR CORN, MILLET and CANE. Write for prices. J. G. Peppard, Seed Merchant, Kansas City, Mo.

SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....

.....bus. State.....

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Ninety-five Per Cent

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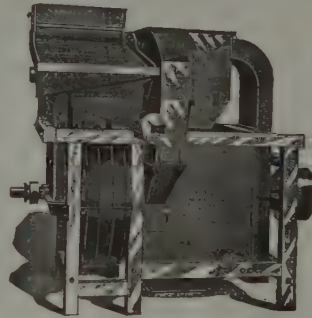
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FREE BOOKLET SEND FOR ONE

HESS WARMING & VENTILATING CO.
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INVINCIBLE OAT CLIPPER



This is the way it
earns money
for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of machine longer.
4. Less attention needed.
5. Better quality of work done.

It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

REPRESENTED BY

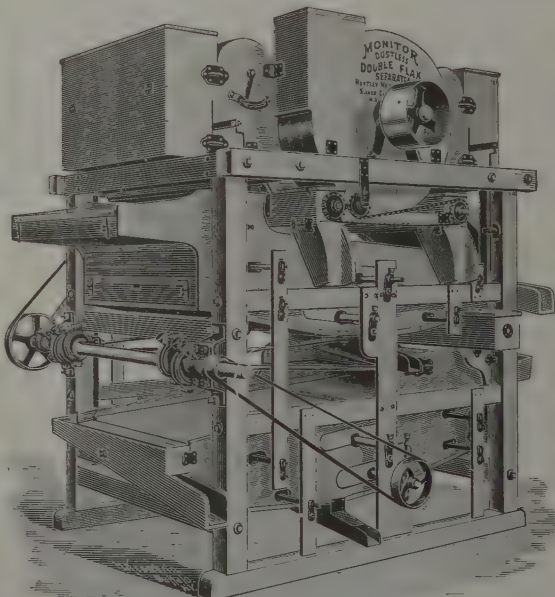
W. J. Scott, 406 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
J. N. Bacon, Balcherne Block, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

Two Machines in One Frame

STYLE A



The Monitor Double Flax Separator

STYLE A represents the highest efficiency in flax cleaning machinery. Best possible material is used in the construction. Has double capacity. Runs quiet and steady without pound, shake or jar. Equipped throughout with automatic sieve cleaners. Shipped complete ready for driving belt.

Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—Answering your favor of the 19th inst., we take pleasure in saying that we purchased one of your large Flax Cleaning Machines about a year ago and the same has been used in our Mills since that time. The machine does the work in a first class manner and we find same entirely satisfactory.

Yours truly,

Red Wing, Minn., May 21.

RED WING LINSEED MILLS.

Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—The Flax Cleaner installed in our Elevator by Honstain Bird Co., of Minneapolis, Minn., has given us the best of satisfaction both for flax and grain. It is a good cleaner.

FARMERS ELEVATOR CO., M. V. Zinwell, Pres.

Northwood, N. Dak., May 25.

Monitor Flax Separators are made in five different styles. Send today for Treatise on Flax Cleaning, which goes into details and illustrates the different styles.

Huntley Mfg. Company

Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders Bldg., Chicago, Ill., F. M. Smith, Agent.
316-318 4th Ave., So. Minneapolis, Minn., A. F. Schuler, Agt.
121 Front St., New York, N. Y., J. W. Perrine, Agent.
34-40 Beale St., San Francisco, Cal., Berger-Carter Co., Pacific Coast Agents.
Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agt.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY.

GRAIN DEALERS JOURNAL

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CHARLES S. CLARK,
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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as Second-Class Matter.

CHICAGO, ILL., NOVEMBER 25, 1905.

DO NOT permit yourself to be misled in the fight for railroad rate legislation by any misrepresentation on the part of the railroads.

IT is really too bad that the corn growers have such a large crop they are experiencing the difficulty of their lives to gather it.

DURUM WHEAT continues to gain friends and its early enemies whose opposition was founded solely on prejudice seem to be hiding their heads.

A GOOD drier properly used would insure your being able to fill your December sales of corn. After the identity of grain is lost none can tell if it is kiln dried.

RULES governing the grading of grain at Chicago will be changed soon. If the rules proposed on page 568-9 of the Grain Dealers Journal for Nov. 10 do not meet with your ideas of what is needed, write the Chief Grain Inspector TODAY.

THE agitation for reciprocal demurrage is again being instituted in some states. The shippers have secured the enactment of several bills of this character which have brought the needed relief. Every state should have a rigid reciprocal demurrage law and Congress should be called upon to extend like regulation to interstate commerce.

RAILROADS should give elevator fees to all or discontinue those now paid to favored elevators. Discrimination must be abolished.

GRADING grain as you receive it will help you to pay a price nearer its true value and insure your grading your shipments more uniformly and accurately. Try it.

NOTWITHSTANDING the corn crop is larger than usual, the feeding demand is light and little promise for improvement, hence the shipper is insured a better business than for several years.

OCEAN freight rates have reached so high a figure as to place a temporary check on grain exports, but so many tramp boats are now headed for Atlantic ports as to insure lower rates soon.

STUFF, of the kind your dear Congressman distributes free as seed of "rare and valuable varieties," can now be obtained in any quantity you desire. Any filling or grading to do next spring?

COBLESS corn has not yet been evolved by California's agricultural wizard Burbank. If he succeeds it will be about the last thing he will do before the corn sheller and cleaner manufacturers catch him.

THE Cincinnati Chamber of Commerce will probably establish a system of public weights early next month. The only objection of importance seems to be the fee of \$1 per car in and 50 cts. per car out. This is somewhat steep as compared with other markets, but it will be far preferable to have correct weights rather than cheap service.

WOOD pulleys in the heads of your elevators shud be enough to prevent your getting insurance with any company which has an eye either for your or its own interests. The increase in the fire hazard by reason of their use is more than you would be willing or could afford to pay for. Iron pulleys are safer and would be more economical even tho they cost a hundred times as much as wood pulleys.

CORN can gain admission to the No. 2 grade in Chicago if the moisture content is not over 15 per cent, providing of course its other characteristics are up to the requirements. Handling will not turn it into cornmeal unless the percentage of moisture has been reduced much below this figure and it can be so reduced by long storage as well as by the application of great heat. The trade should not be denied the benefit of the successful driers simply because some avaricious users insist on manufacturing No. 2 faster than is practical. The moisture can be reduced a fraction of a degree by a drier which admits of proper regulation, hence drying it to the crumbling stage is inexcusable.

KANSAS CITY'S bucket-shop and embryonic state weighing department have not been heard of for some time. If their existence depended upon their importance to the grain trade of the country they would drop deep into eternal oblivion.

THE last number of Volume XV of the Grain Dealers Journal will be a CHRISTMAS NUMBER, filled with practical suggestions and matter of interest to every one identified with the grain business. If you want a trade treat do not miss this number.

ARE you serving your business interests properly by using your influence with your representatives in Congress to induce them to support the President's policy of a square deal in transportation matters? If not, it is time you wrote a few letters. Do not wait until it is too late.

BUCKETSHOPS continue to thrive in Missouri and some other sections of the country, but by degrees the people are learning the real difference between a bucketshop and a grain exchange. The man who bets on figures and then manipulates the figures to his own advantage must go.

TELL your representatives in both branches of Congress of the crying need of railroad rate regulation as proposed by President Roosevelt. Write them today and frequently hereafter. By concentrating all real shippers' influence on one plan the chance for obtaining legislative relief will be greatly enhanced.

SOME grain shippers in trunk line territory are accepting uniform Bs-L with the 120 per cent rate clause. It may get them into trouble. Vigilance on the part of shippers seems to be the only way of securing relief from this extreme extortion. The Bill of Lading Committee agreed to withdraw it. No one should accept it.

FORTUNATE indeed is the elevator man who owns the land under his house and does not find it necessary to dance to the whimsical requirements of the railroad companies. The Canadian roads are gradually increasing rentals for sites as well as making the regulations more onerous. Following their lead the Great Northern Ry. has promulgated a new agreement for licensing would-be builders of elevators on railroad right of way which is causing much discontent and dissatisfaction among the elevator men. No doubt if the Great Northern is able to force the elevator men to accept the burdensome conditions of the new agreement, the Northern Pacific and the Burlington will adopt the same form. The man who owns his own elevator site does not find it necessary to submit to railroad supervision of his business, nor to release the railroad from liability for damages caused by the carelessness of its agents.

COLLAPSED ELEVATORS.

Recently there has been recited in our columns notices of four or five elevators in the Northwest which have collapsed partially as the result of overloading, but principally because they were not constructed as they should have been.

Short-sighted economy, either in the selection of a builder or plan is oftentimes directly responsible for early and extensive repairs being needed, but grain elevators seldom collapse unless the price is hammered down to so low a figure as to forbid the contractor placing sufficient material in the structure to make it a safe one.

No man who intends to operate an elevator cares to pursue that penny-wise pound-foolish policy of propping up on a few spindling stilts many tons of grain, and then place his life in jeopardy by working underneath it. It is not necessary for any one in the grain business to build houses so cheaply that they will not sustain their fill of grain, and it seems arrant nonsense for any sensible man to indulge in such a venture.

THE CAR SHORTAGE.

The cry for cars is getting stronger and stronger and would be shippers are making more vigorous protests than ever. Many grain dealers whose houses are loaded to the cupola with high priced grain are compelled to sit by and do nothing while the market declines and the railroad company confines its rolling stock to the transportation of higher class freight.

The Indiana R. R. Commission, with commendable enterprise, is seeking to bring about a federation of shipping interest and traffic officials to secure an amelioration of the car famine and a reduction of the suffering usually forced upon the grain shippers of that state each winter. In other states no joint or official action is being taken to relieve conditions.

Individual shippers and receiving houses are working tooth and nail each for his own interest and the railroads are putting them off as best they can. Shippers should make a formal demand in writing for cars and warn the carriers that they will be expected to make good any loss suffered by reason of their neglect to furnish transportation facilities.

Thru the charity of the government, by right of eminent domain, the railroad companies have taken all the property they desired for right of way with the understanding that they would furnish proper facilities for transporting freight and passengers to and from the territory penetrated. Nothing in the agreement, either implied or stated, gives them the right to discriminate between different classes of freight or to discriminate in favor of thru shipments as against local. It is their clearly outlined duty to pro-

vide shipping facilities and any shipper who can prove beyond all reasonable doubt to the courts that he has given a proper order for cars and suffered a stipulated loss as the result of not getting them is sure to receive a judgment for the damages resulting.

RECKLESS BUYING.

Each day brings fresh evidence of the great risk taken by country shippers who sell corn for early deliveries heedless of the fact that cars are becoming scarcer and scarcer, and that much of the corn is not carrying well. Selling for early delivery under present conditions does not seem necessary to success. In fact it gives greater promise of disaster than reward.

Some shippers are doing this in the very face of knowledge that they are paying the top of the market for every bushel of grain they take in. Some willingly admit their method to be hopelessly reckless, yet insist that they must meet competition. In other words they maintain that giving away one's capital and thereby unnecessarily jeopardizing one's business is good policy. The country buyer who finds it next to impossible to derive a living margin from his business should either invite his competitors in to tea or sell out.

SUPPORTING ARBITRATION DECISIONS.

Three members of the Texas Grain Dirs Ass'n have suffered heavy losses recently as the direct result of dealing with parties who had been listed by the Ass'n for refusing to arbitrate. A just punishment for ignoring an opportunity to uphold their Ass'n and discourage unfair dealing.

Arbitration is the one practical way to settle trade differences quickly, fairly and without prejudice as to future business relations. This method may not have reached that stage of perfection which insures absolute justice in every case, but it would not be possible for the Arbitration Committees to make half as many errors as do the courts to whom grain trade methods, terms and practices are unknown. However, it would seem the part of wisdom for the ass'ns to give the widest publicity to every important arbitration decision not only for the general enlightenment of the trade, but also to secure careful and conscientious work by every committee.

Nothing will bring the cause of arbitration into disrepute quicker or more hopelessly than careless, indifferent work by the committees. Any compromise of principle for the sake of harmonious settlement can not raise arbitration in the estimation of either party to the dispute.

It may be that ass'n supporters would be more willing to refuse to deal with parties declining to arbitrate or to abide by arbitration decisions if they were privately informed of the details of each

case. When a grain dealer takes a stand in a case he generally prefers to know the full significance of his action.

ARE YOUR SCALES CORRECT?

Scale users shud digest, absorb and take permanently unto themselves all the excellent suggestions and pointers made by the secretary of the Iowa Grain Dealers Ass'n in "Letters from Dealers," this number. They come as the result of six months actual experience inspecting scales for grain elevator men. Over 500 scales were inspected, and comparatively few stations were visited where all scales were in perfect working condition.

Iowa grain men are considered unusually careful and enterprising, yet actual inspection of their scales by an expert has proved they overlooked one of the most important appliances in their business.

Are you doing likewise?

Do your scales weigh against you to an amount that daily exceeds the cost of scale inspection?

Or do they weigh against the grower?

Can you afford to wait until the farmers learn your scale are weighing against them and charge you with intentionally giving them short weight?

NO! The future interests of your business demand that you should know your scales are weighing correctly all the time.

Do it now.

SWITCHING CHARGES.

In Chicago, Omaha, St. Paul and some other markets an agitation is now being waged, and with flattering prospect of success, for the abolition of so-called switching charges, an arbitrary fee the railroad companies seek to levy against shipments on grain and hay sent to inspection track, and afterwards ordered switched to a connecting line. Some carriers seem to be so very greedy as to be unable to give up grain or hay except with extreme reluctance any time before the freight charges do not exceed the market value of the property.

After a long and well-fought battle St. Louis succeeded in obtaining relief from these arbitrary and unreasonable charges. As is noticed in the Minnesota column this number the railroad commission of that state has finally succeeded in inducing the railroad companies to discontinue their attempts to levy fees for this service, which is not an extra one. Indiana's railway commission has taken up this same matter in earnest and called a meeting of shippers and traffic officials for the middle of next month for the discussion of the charges, with a view to establishing uniform and reasonable regulations. A most commendable step indeed, and we feel confident that the more the subject is investigated the more thoroughly convinced the commission will be that carriers should do this switching without extra charge.

Shippers who expect to protect the small profits which they are permitted to make from the greed of the carriers must keep well organized and center a vigilant eye on every new order issued.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

FAVORS DYNAMOS FOR GASOLINE ENGINE IGNITORS.

Grain Dealers Journal: The weakest spot of a gasoline engine is in the sparking arrangement. I believe that if every gasoline engine was equipped with an electric ignitor which would receive its electricity from a small dynamo instead of a dry cell battery that there would be less complaint from users of gasoline engines.

I am at a loss to understand why the manufacturers of gasoline engines do not supply an auto sparkler instead of a battery with the engines they put out. It would be more satisfactory all around.—Fred Surcliff.

ADVANTAGES OF SELLING THRU BROKERS.

Grain Dealers Journal: We hope that the day will come when the Illinois and Western shippers will realize the advantages of selling their grain through the brokers here and that these in turn will see that the numerous rights are granted to shippers by throwing out the necessary safeguards around their shipments in the matter of prompt handling at terminals. When their corn fails to grade, to have same quickly and economically dried.

The dealers will, however, we are afraid, cling to the card bids for some time yet, and sell their grain irrespective of anything else except its quick disposition.

We are going to have a banner year here. We place the minimum amount to be exported at 25 million bushels—and more if the roads will furnish the equipment to move the corn and other grains. The new Illinois Central elevators are completed and are very superior to the houses which were burned.—Musson & Co., New Orleans.

MINNEAPOLIS CHAMBER OF COMMERCE NOT OPPOSED TO RATE REGULATION.

Grain Dealers Journal: We noticed in your issue of Nov. 10, page 549, you have an article headed "Action of the Minneapolis Chamber of Commerce" in which the impression is given that the members of the Minneapolis Chamber of Commerce are opposed to Government Regulation of Rates. We wish to correct any such impression, which may have gotten out, and say, that the action quoted was taken by the Directors, mostly large shippers who are very closely allied with the railroads. The individual members of the Chamber have been given no opportunity to express their opinions, and we wish to go on record as thoroly in accord with the recommendations in regard to Government Regulations of Rates made by President Roosevelt. It is our opinion, that if a vote were taken on this matter, a large part of our members would be

found to be fully in sympathy with the President. Yours very truly, E. A. Brown & Co., Minneapolis.

RESULTS OF SCALE INSPECTIONS.

Grain Dealers Journal: Since May 1, 1905, our scale inspector, Mr. E. J. Nolan, has inspected over five hundred scales, and a copy of each report of these inspections is kept on file in this office.

These reports clearly demonstrate three important general facts that every operator of a scale ought to consider, to-wit:

(1) That very few persons have the least technical knowledge of the construction and operation of scales.

(2) That there are too many scales having poor foundations with which it is impossible to maintain permanent perfect weighing conditions.

(3) That scale operators are careless and allow temporary causes to interfere with the perfect operation of the mechanical parts of the scales.

Following is a list of causes for imperfect weighing conditions found by our inspector:

CAUSES for imperfect weighing conditions that require expert services to remove, adjust or repair:

Bearings feet on wrong.
Bearings worn out of seal.
Connection loops resting on levers.
Counter weights out of seal.
Frame rotten, corner bolts pulling through.
Levers not hanging plumb.
Levers out of level.
Levers connected up wrong.
Levers pulling on connections.
Levers binding on beam rod.
Levers pulling on beam rod.
Levers binding against foundation.
Pivot broken.
Pivot resting on edge of loop.
Nose irons out of adjustment.
Nose irons loose.
Poise out of seal.
Poise overloaded with shot.
Beam notches worn off.

CAUSES for imperfect weighing conditions that the operator should detect and remove without the aid of expert:

Beam rods binding against floor.
Check rods missing.
Dirt in box under hopper scale interfering with levers.
Dump chains binding against frame.
Eye bolt resting on extension lever.
Foundation undermined by rats.
Frame rotting.
Hopper binding against spout.
Hopper resting on spout.
Levers covered with dirt.
Levers hanging in a twist.
Nail wedged in between frame and opening.

Platform binding against frame.
Platform resting on coping.
Platform bolt resting on frame.
Platform resting on corner irons.
Platform binding on dump brace.
Platform plank resting on dump timbers.

Poise filled with dirt.
Piece of wood wedged in between lever and corner stone.
Truss rod on timbers loose.

SUGGESTIONS.

FOUNDATIONS should always be built of either concrete or stone.

FRAMES should be made of steel when exposed to weather.

PIT should be deep and well drained.

LEVERS should be placed at top, not of bottom, of pit, so that water, snow or dirt will not readily interfere.

Do not buy scales having cast iron bearings, but with steel bearings that may be repaired.

If your scale frame is rotting, get the timbers for a new wood frame, or a new steel frame on hand, so that when scale inspector comes along he can put in the new frame and reset the scale and leave

it in perfect weighing condition, thus saving the expense of an extra trip.

Have your scales inspected at least once a year.—Yours truly, Geo. A. Wells, Secy., Des Moines, Ia.

Consigning and Selling to Arrive

BY TRAVELER.

One of the greatest of the advantages to be derived from consigning grain for sale on arrival, in preference to accepting track bids, is the fact that the shipper may be reasonably well assured of obtaining the last fraction of a cent the market affords at the time of the car's arrival—assuming, of course, that he bills it to a reputable and capable firm. It is a serious problem with many dealers, whether or not the benefit derived from selling by grade at a stated price on track at their place and thus avoiding the risks of shipping is more than offset by the better relative figures to be obtained through selling by sample on the floor of a grain exchange where open competition exists.

There is, however, a simple solution of this problem which too frequently is lost sight of, even by the most experienced dealers, namely: selling to arrive. In the case of wheat of the better quality, this can readily be done by grade, but then there does not appear to be any marked advantage over track sales. It is with the sale of other varieties of grain, together with medium and low-grade wheat, that these remarks have to deal. Such grain can usually be placed to advantage on the basis mentioned, by forwarding average samples, either to those who bid directly for the stuff or to commission merchants, or both.

If you are dealing with track bidders who are disposed to do the fair thing in every case, some gain may be realized by selling to them, but it is a question whether even this gain is not overcome by the greater care bestowed upon the handling of the grain by a reliable commission house. One of the difficulties of selling by sample to arrive is in differences in quality between what is contracted for and what is or is alleged to be delivered.

Shippers should exercise the utmost care in keeping their deliveries fully up to sample, but even then many disputes are almost certain to arise, and there is where the services of the commission merchant are most valuable, for he will see to it that his clients' interests are fully protected. All these factors must be taken into consideration and a shipper must be guided by his individual experience, but he cannot afford during a single season to overlook the manifest advantages of selling grain by sample, either on spot or to arrive.

SHIPPERS may obtain a temporary loan by loading cars to half their capacity and drawing for the full amount of the marked capacity of the car, but they are very likely to shorten their business careers, as the receivers have suffered so many serious losses thru overdrafts they find it more profitable to give a wide berth to shippers so disposed. The small advantage possible for the shipper to derive thru overdrafts is not even worth trying for, and the cost of the offense far outweighs the advantage. In many respects the shipper's interest is in the hands of the receiver, hence it behooves him to court the favor of the receiver and to show a disposition to deal fairly, whether the receiver be a track buyer or commission merchant.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

ADVANTAGE OF HEDGING.

Grain Dealers Journal: We believe it is to the advantage of country elevator men to hedge against holdings of grain in the country; we think the majority of time, it is a most excellent thing to do. Of course occasionally things may turn up that would make it undesirable, but our experience is that hedging in our market and consigning grain pays better the year round than track sales.—E. W. Bailey & Co., Chicago.

ADVANTAGES OF HEDGING.

Grain Dealers Journal: Answering query about the desirability of hedging, we wish to submit our opinion that the market for futures should be used as much as possible for hedging or protecting oneself against price changes and to secure carrying charges on one's cash holdings. Unfortunately, no hard and fast rule can be laid down, but each and every country dealer owes it to himself to study the situation, as frequently conditions arise that can be taken advantage of by the holder of cash grain in the country that mean an absolutely certain profit to him. Such a situation exists at the present time on oats—the carrying charge of $2\frac{1}{2}$ c per bus. from Dec. to May can be secured by any one owning cash oats, simply by selling May oats and holding the cash oats until the two come together in price. This might not happen until May, but there is a fair chance it will happen long before then. Further, while one is sure of making the $2\frac{1}{2}$ c the possible profit is by no means limited to $2\frac{1}{2}$ c, as the cash oats might go to a considerable premium, especially if they are of choice quality.

The measure of success of every business man depends in the main on his ability to weigh the chances of profit and the chance of loss on every deal, and to this end he should study every situation carefully. It will not do, because some men have been caught in corners and hurt by market manipulations, to say you will not hedge and then do, as so many do and have done this year, namely, sell a lot of grain on track bids, thereby assuming a greater risk than the market for futures present.

Is it not apparent to everyone that a greater risk is assumed when one contracts to deliver a specified grade to be shipped on a restricted billing from one or a few particular points where you are dependent on one railroad for cars, and where local weather conditions might not permit shipments or might interfere with the grading, than to make a contract in a central market where the grain is accumulated from all over the great grain belt of this country?

It is true, the corn market does not present the ideal hedging conditions that are found in oats, yet it has its advantages, and it might prove to be a very profitable operation to sell May corn

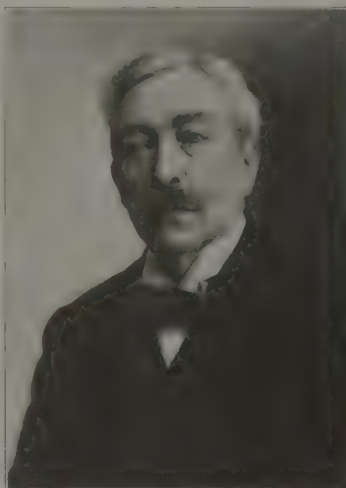
against cash purchases, as stocks everywhere are exhausted and the cash corn might easily go to a good premium. The high quality of this year's crop is a practical assurance there can be no corners, owing to corn not grading so far as May and later deliveries are concerned, and the additional safeguard in the privilege the seller has of delivering 3 corn on contracts at 5c discount, so limits the possible profits of the manipulator, it seems highly improbable anyone with sufficient brains to carry on a "deal" will be foolhardy enough to attempt it.

The adoption of the 3 corn rule means you will never again see a difference between the No. 3 and No. 2 corn price in excess of 5c per bushel.

In conclusion, we wish to say that we believe this is a year when the policy of hedging should be carried out by all country dealers. Yours very truly, Van Ness Bros., Chicago.

R. R. Cordner.

Robert R. Cordner is transacting his thirty-fifth year of successful business in the flour, feed and grain trade at Middle-



R. R. Cordner, Middletown, N. Y.

town, N. Y. In his earlier career he conducted an especially flourishing business in milling wheat. Mr. Cordner writes of the typical evolution of the grain trade in the East; of the gradual increase in the consumption of western feeds and the corresponding decline in the demand for milling wheat, but a firm and staple trade in corn, oats and feeds.

Claremont, S. D., is said to be the greatest primary market in the world for the shipment of millet seed.

Seed exports from New York for the week ending Nov. 18 included 2,100 bags of clover seed, against 1,400 a year ago.

McClellan & Lackey, dealers in seeds and agricultural implements at Knoxville, Tenn., on Nov. 18 suffered heavy loss by fire.

Toledo received 3,500 bags of clover seed for the week ending Nov. 18, against 3,425 a year ago; and shipped 350 bags, against 490 a year ago.

Seeds

Ashland, O., Nov. 21.—Seeds are a failure here.—B. H. Palmer & Son.

The Archias Seed Store Co. has been incorporated at Sedalia, Mo., with \$20,000 capital stock.

The plant of the Blue Grass Seed Co. at Mt. Sterling, Ky., which was recently burned, is to be rebuilt.

Madison, Wis., Nov. 15.—Estimate the average yield of clover seed as one and one-half bush. per acre.—John M. True, secy. state board of agri.

Des Moines, Ia., Nov. 10.—The average yield of timothy seed, as reported by the grain dealers of Iowa on Nov. 1 was 5 bush. per acre.—Geo. A. Wells, secy.

A. E. McKenzie & Co., of Brandon, Man., are devoting more of their time to their growing seed business and contemplate withdrawing from the grain trade.

Anyone in Kansas is requested by the botanical department of the Kansas experiment station to send samples of grass seeds suspected to have been adulterated by the sellers.

Jeromeville, O., Nov. 7.—Mammoth clover seed crop enough to sow and some to spare. Medium very scarce; will have to ship in to supply farmers wants. Selling at \$6.50 to \$8.00.—B. A. Funk & Co.

The blue grass seed cleaning mill and seed warehouse of David S. Gay at Winchester, Ky., were burned at midnight, Nov. 14, with considerable machinery and \$15,000 worth of blue grass seed. Loss, \$25,000; partly insured.

The U. S. Dept. of Agri. has recently published a list of the names of 21 dealers whom the Dept. has found to be disposing of adulterated seed of red clover and alfalfa. Farmers are warned against buying seeds from these dealers.

No clover or timothy seed was imported by the Philippine Islands during the 12 months prior to July 1, as reported by the War Department. During the corresponding period of 1903-4 flax and timothy seed valued at \$20 was imported.

It is reported that the Canadian Pacific will send a "seed train" thruout the province of Alberta during the coming winter for the instruction of the farmers. Seed will be displayed in the cars, and general information given as to the best methods of growing first grade grain.

Eastern dealers are mostly waiting. Few secured some seed before the bulge, but it was so rapid and prices are so much above the average, that a large majority were not fortunate. Most of them are hoping the bulls will become weary and help them to buy at lower prices.—C. A. King & Co.

The Kansas experiment station at Hays City has developed a variety of alfalfa that will grow in the arid regions of the great west, and by furnishing three cuttings a year solve the hay problem. A great demand has sprung up for the seed, but the station is unable to furnish any of the seed, not yet having sufficient to spare.

T. W. Wood of T. W. Wood & Sons, wholesale dealers in seeds at Richmond, Va., died at his residence in Forest Hill on the evening of Nov. 11. Mr. Wood

was one of the oldest members of the Richmond Grain Exchange; and a general meeting of the members of the Exchange was called for the appointment of a committee to draft resolutions of respect to his memory.

The annual shower of free seed packets by our paternal government will begin Dec. 1 when the Dept. of Agri. will send to the friends of congressmen 38,000,000 packages of seeds more or less valuable, probably less. A large fraction of the total is reserved to the crop correspondents, who may be pardoned for making their crop reports no more valuable than the seeds presented to them.

Seed exports during the 9 months prior to Oct. 1 were 4,460,338 pounds of clover seed, 49,342 bus. of flaxseed, 8,188,620 pounds of timothy seed and other grass seed valued at \$144,411; compared with 4,016,087 pounds of clover seed, 25,789 bus. of flaxseed, 7,341,883 pounds of timothy seed and other grass seed valued at \$138,902 for the corresponding months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

Lansing, Mich., Nov. 10.—The acreage of clover seed harvested compared with average years is, in per cent, in the southern counties 71, in the central counties 78, in the northern counties 90 and in the state 74. The average yield per acre in bushels is, in the southern counties 1.44, in the central counties 1.69, in the northern counties 2.00 and in the state 1.51. Some of the clover has not yet been hulled so that it is difficult to report the yield accurately in all cases.—Geo. A. Prescott, Secy. of State.

English red clovers are not shaping so well as expected; both sample and yield are much below par. The most critical position is undoubtedly the Russian situation; any untoward result causing this source of supply to close would naturally make a serious difference to the prospects of red clover, as so much depends on the Russian supplies. Bohemian, Austrian and Hungarian samples are all coming out showing fine quality, but meantime at high prices—Russia alone can bring them down.—*London Corn Circular*.

Receipts of seeds at Chicago for the week ending Nov. 18 were 870,141 pounds of timothy seed, 232,826 pounds of clover seed, 488,560 pounds of other grass seeds and 190,670 bus. of flaxseed; compared with 1,067,117 pounds of timothy seed, 123,083 pounds of clover seed, 80,000 pounds of other grass seeds and 74,940 bus. of flaxseed for the corresponding week of 1904. Shipments for the week ending Nov. 18 were 158,973 pounds of timothy seed, 70,146 pounds of clover seed, 430,461 pounds of other grass seeds and 204 bus. of flaxseed; compared with 79,675 pounds of timothy seed, 31,100 pounds of clover seed, 355,079 pounds of other grass seeds and 3,709 bus. of flaxseed, for the corresponding week of last year.

TOLEDO SEED LETTER.

The Ohio Seed Co. will be the name of the new concern which is being formed by Herman Philipps and others. The warehouse and office of the company will be in the old Southard building, having three floors and a basement. This gives Toledo eight seed concerns having warehouses.

It is the general opinion among Toledo seed concerns that clover seed will go to higher levels. The market is dull, and has been so for some time, just drag-

ging along. Wednesday March seed climbed from \$8.15 to \$8.27½, which is attributed to the slight increase in receipts and scattered liquidations. With the latter out of the way, it is argued that the market will easily respond to higher prices.

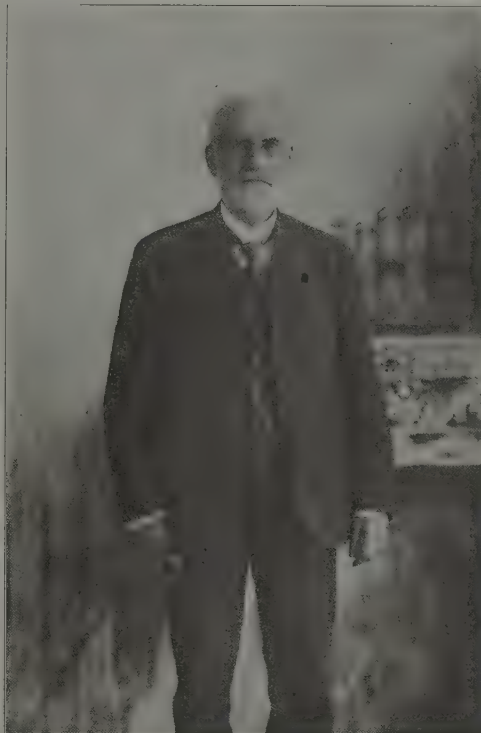
The turn of Wednesday was rather sudden. Offerings for spot seed being light, and liquidations being about over, are two causes given for the sudden upturn.

The foreigners are still persistent in

Death of John Beggs.

John Beggs, a well-known grain man of the Middle West, died in a hotel at Bloomington, Ill., during the night of Nov. 12. He retired Saturday night after a hearty supper and passed into a peaceful sleep from which he awoke in a fairer world. Altho apparently in good health at the time of his death, his most intimate friends knew that he had been ailing for several weeks.

Mr. Beggs had lived almost the three



John Beggs, Deceased.

sending samples of Russian, Hungarian and German seeds to at least one concern here, at the same time quoting from \$1 to \$1.50 higher than local n. e. g. buckhorn, as this is just what these foreign samples grade. In this, the foreigners make their prices prohibitive. From this it can be very readily seen that the element across the Atlantic is not at all anxious to make deals for the sale of their seed.

Outside of the little flurry of Wednesday, the situation at home is little changed. The consumptive trade is holding off, and will pay more money when it is ready for the seed.

Toledo receipts are now about 3,500 bags behind last season, besides last season had a stock of about 12,000 bags carried over from the season before, so really we are now about 15,000 bags behind a year ago this time. Most of the receipts thus far received have been at the expense of other important markets. These markets will now be unable to supply their demand, so Toledo will be called upon to help out. Looks good for Toledo holders of seed, doesn't it?—H. D.

score years and ten allotted to man, having celebrated his 69th birthday Nov. 10, and had passed the majority of his mature years in the grain business. After several years activity in the grain and flour business at Dubuque and McGregor, Ia., he came to Chicago and formed a connection with the old firm of Elmen-dorf, Watte & Co. In 1893 he entered into a joint account with the firm of W. F. Johnson & Co., which connection was continued with very cordial business relations until the time of his death.

Mr. Beggs frequently made trips throughout the country calling on his country customers, and had thus formed a large acquaintance and made many intimate friends. He will be mourned and missed by these as well as his associates on 'Change.

John Beggs was born in Oshawa, Ont., where relatives are still living. He married late in life, but his wife lived only a few years. They had no children and Mr. Beggs never remarried. He is survived by a brother in Boston, another brother in Pennsylvania, and a sister in Ontario, where his body was taken for burial.

Crop Reports

ILLINOIS. Sandoval: Not very much grain shipped from here; a few cars of wheat a year. Oats mostly consumed at home.—H. R. Hall.

IOWA. Ventura: Grain is coming rather slow at present.—W. T. Fish.—Delta: Oats are about as last year; badly stained but good weight.—J. A. Beatty.—Des Moines: Averaged reports from the grain dealers on Nov. 1 indicate an average yield of 35.6 bus. of oats, 14 bus. spring wheat, 28½ bus. barley and 10¼ bus. of flax. Reports of Sept. 1 indicated a yield of 36 bus. of oats per acre and the reports of Oct. 1 indicated a yield of 36 bus. of oats per acre. You will note the close comparison of the reported estimates on the crop, which would seem to be a good evidence of correctness.—Geo. A. Wells, secy.—Hanlontown: Oats are short in quantity; about 30 bus. to the acre. Quality however is good. About 75 per cent. of the crop is yellow oats. We have more or less kicking on discounting yellow oats. Of course they look nice and plump and many that sow them claim that they feed as well as white, yet the market does discount yellow oats from ¼ to 1 cent per bu. Flax and barley all in; not much sowed here; quality fine.—J. Gerber, agt. Nye-Schneider-Fowler Co.—Gowrie: The oat crop is very good both in quality and quantity.—F. J. Harvey of Harvey Bros.

KANSAS. Leoti: Our fall wheat is in fine condition, with a good acreage sown.—R. M. Tribble.—Frankfort: The condition of the crops in this vicinity is good.—Cliff & Nuss.

MINNESOTA. Westbrook: The average crop yield per acre in this locality is 25 bus. barley, 35 bus. of oats, 9 bus. of wheat and 13 bus. of flaxseed.—O. P. Schmidt, agt. Hubbard & Palmer Co.

MISSOURI. Dixon: About 30 per cent. of the wheat is still in farmers' hands.—W. Heller, Jr., Liberty: Wheat about all marketed.—W. C. Willmott, secy. O. H. Corbin Milling Co.—Versailles: Wheat average 15 bus. per acre here.—G. P. Clark.

NEBRASKA. Paxton: Threshing is about done. Wheat yield averaged 16 bus. Oats 40 bus., speltz 60 bus. and rye 25 bus. Good acreage of rye sown; very little wheat.—O. M. Gunnell.

NORTH DAKOTA. Neuburg: Wheat is yielding from 25 to 35 bus. per acre here; flax about 5 to 10 bus. and most all of good quality.—Frank Finnegan, agt. Heising Eltr. Co.

OHIO. Ashland: Oats are an average crop. Wheat about a half crop. Hay full crop.—B. H. Palmer & Son.—Athens: Wheat fair, and very good prospect for growing crop. Buckwheat scarce. Some of the wheat not marketable.—W. H. Herrold.—Kyle: The growing wheat looks well, but is a light acreage on account of corn being down badly.—Kyle & Williamson.

OKLAHOMA. Alva: Wheat prospects are good for new crop, as the ground is thoroughly soaked.—P. C. Emberson.—Mountain View: Wheat is looking fine. Farmers are still busy sowing. With the fine rains we have had it comes up in a few days. Corn is a fine crop and of good quality as yet. Not much of it has come to market as the farmers look after the cotton first. Corn market is holding firm here. We are troubled with a car shortage in all lines of shipments and dealers are beginning to enforce the new demurrage act.—D. E. McBride, mgr. Chickasha Milling Co.

SOUTH DAKOTA. Chancellor: Threshing is all done here. Wheat, oats and barley averaged about the usual yield per acre. Wheat is No. 2. But very little was sown compared with other years, consequently there will be but a very small amount to ship. Most farmers raised only enough for flour, and a good many raised none at all. Oats averaged about 40 bus. and is of good quality. Barley was the lightest yield in years, averaging about 17 bus. per acre, and mostly fed at that, although there is some low grade malting. Corn pick-

ing is progressing very nicely and nearly all will be in the cribs by Thanksgiving day. Average yield about 35 bus. to the acre.—J. F. McLaughlin, agt. A. H. Betts.

TENNESSEE. Union City: The prospect is fine for the winter wheat crop. The acreage is very large and the plant seems to be in a very healthy condition and in fine shape to go thru the winter. About all the corn surplus of this section has been marketed and we are beginning to draw our supply of corn from the northwest. Expect a large acreage of corn will be put in next spring.—Hardy Grain Co.

TEXAS. Dallas: Late reports on the grain planting in this state are to the effect that the wheat acreage is greatly reduced. The wheat planted this fall has been almost exclusively the damaged grain which was raised in Texas last summer and some apprehension was felt as to the stand that would be made, but reports state the stand is good and that winter wheat is making good progress. Have no doubt that some spring wheat will be sowed in the state the coming spring. The oats acreage has been increased materially in all parts of the southwest.—J. S. W.

WISCONSIN. Madison: The average yield of buckwheat reported is 17 bus. and of beans 12 bus. Less than the usual amount of fall plowing has been done. The quality of the corn crop is high, being placed at 95. Estimate the average yield of corn for the state at 42 bus. A large proportion of the shocked corn is not yet husked.—John M. True, secy. Wisconsin State Board of Agrl.

The Corn Crop.

ILLINOIS. Ottawa, Ill., Nov. 9.—Corn crop and its condition in this section about an average.—Illinois Valley Grain Co.

Sandoval, Ill., Nov. 18.—Have a better corn crop this year than usual. Quality good. Most of our corn is consumed at home.—H. R. Hall.

Salem, Ill., Nov. 8.—The corn crop in this county is better than for years and the quality is good. Generally the county consumes all the crop; seldom any marketed.—Robert Martin.

Rushville, Ill., Nov. 9.—Corn crop is good. Average acreage. Crop will yield 30 to 40 bus. per acre. Quality good. This station never ships any crops all taken by local feeders.—Graft & Co.

Mt. Carmel, Ill., Nov. 9.—Corn yield is about 40 bus. on the average. Crop conditions are fair, with exception of considerable dry rot.—Holsten & Storckmans, prop. Bluff City Mill & Eltr. Co.

Quawka, Ill., Nov. 13.—Farmers are about half thru husking corn in this vicinity. The yield is not as good as promised by 20 per cent. although the quality is better than last season.—Lemaire & Thornton.

Paris, Ill., Nov. 10.—Have been receiving new corn for 2 weeks and the grade is better than for the last 2 crops. Yield is from 40 to 80 bus. per acre, average about 55 bus. Many of the farmers are cribbing.—R. M. Link.

Hennepin, Ill., Nov. 9.—Corn in this section may possibly average 50 bus., but doubtful. It is believed that it will not keep in crib as well as usual. No bottom land corn on account of high water of late. Farmers began to shell as early as Oct. 23.—Percy McWhorter.

Monticello, Ill., Nov. 20.—New corn is coming in in much better condition than we have ever experienced at this time of year and the movement would be very large if cars could be obtained. The average yield will be about 50 bus. per acre.—H. N. Knight, secy. Knight Grain Co.

Pontiac, Ill., Nov. 13.—Most farmers will finish husking this week. Corn not turning out as well as expected, but is of fine quality and is yielding from 45 to 50 bus. per acre. Farmers are selling freely at 40 cents. Receipts for the last 2 weeks have exceeded the car supply.—J. R. Arnold.

Roseville, Ill., Nov. 20.—The corn yield is disappointing. It is uneven and is making from 25 to 55 bus. per acre, with more under 40 bus. than there is over. The present outlook is that there will be but little shipped from this point as the feeders are picking it up at from 2 to 4 cents above the market price.—C. W. Langdon, agt. S. A. Hendee.

INDIANA.

Cambria, Ind., Nov. 9.—Think 50 bus. per acre is fair average for corn in this locality and also eastern part of county.—J. E. Beach.

Auburn, Ind., Nov. 11.—The corn crop in this vicinity is about 75 per cent of an average yield. The quality is fair.—LaDue & Carmer.

Jasper, Ind., Nov. 9.—The corn crop in this territory is good. The yield is from 50 to 80 bus. per acre and the quality good.—A. M. Bohnert.

La Grange, Ind., Nov. 9.—Corn yield in this locality is from 25 to 40 per cent above the average. Not much being sold yet.—Wm. C. Hawk.

Indianapolis, Ind., Nov. 22.—According to the report of the state statistician the total yield of corn this year in the state, with an acreage of 4,018,432 acres, amounts to 170,926,921 bus., an estimated average of 42.13 bus. per acre. Only one year in the state's history has exceeded this record, 1902, when over 180,000,000 bus. were raised, but the acreage then was larger than this year.—C. F.

IOWA.

Stanhope, Ia., Nov. 18.—The corn is a good crop and is of good quality here.—T. N. Hazen.

Hanlontown, Ia., Nov. 18.—Corn is all husked in this locality. Quality is good and yield is 40 bus. to the acre.—J. Gerber, agt. Nye-Schneider-Fowler Co.

Delta, Ia., Nov. 9.—The corn crop in our territory is very uneven and will not be over 75 per cent. of last year's crop. It is generally of good quality.—J. A. Beatty.

Ventura, Ia., Nov. 13.—The corn is not as good in quality or quantity. Farmers are busy in corn fields and next week will see most of it gathered.—W. T. Fish.

Garner, Ia., Nov. 10.—The corn yield here is about 35 bus. The condition is good with the exception of about 5 per cent. which is soft on account of being raised on wet land.—Adam Schneider.

Gowrie, Ia., Nov. 21.—The corn crop is very good both in yield and quality. We are shipping ear corn to feeders in the southeastern part of state where the crop is short.—P. J. Harvey, of Harvey Bros.

Mt. Ayr, Ia., Nov. 10.—Our corn is making from 20 to 60 bus. to the acre. It is damaged fully 10 per cent. by being blown down and is now growing or moulding from too much rain.—Henry H. Wilson.

Guthrie Center, Ia., Nov. 13.—Average yield of corn 35 bus. The quality is not good; considerably dry rot; much of it maturing late on account of replanting. Not as dry as usual for cribbing.—S. G. Compton.

Malvern, Ia., Nov. 13.—Corn husking delayed by wet weather. Do not think the yield in this county will be over 37 bus. Corn down badly and what is on the ground is rotting, which will materially lower the grade. Very few cattle have been bnt for feeding.—S. B. Barnes.

Sibley, Ia., Nov. 10.—Corn here will yield about 40 bus. per acre and 75 per cent. of it will grade No. 3, the balance grading No. 4. Snow and rain have delayed husking about 2 weeks. Some corn is coming in at present which is in good condition to crib.—Frank Boldt, agt. E. A. Brown.

Waterloo, Ia., Nov. 11.—The corn yield in this vicinity is the highest in 5 years, almost 100 per cent., and the condition is almost perfect. New corn is just beginning to move and we expect to see a free movement within the next 10 days. Corn is extraordinary dry for this time of the year. To make a long story short, our corn crop is a whole crop.—W. J. Peddicord, secy. Waterloo & Cedar Falls Union Mill Co.

Des Moines, Ia., Nov. 10.—The average yield of corn as reported by grain dealers of the state is 39½ bus. It is a question whether or not the dealers in making up reports of yields per acre have given proper consideration to the waste places found in so many of the fields of this state; for example, a farmer having 40 acres in a corn field where there is 2 acres of low wet land that does not produce, and had found the best of it yielding 40 bus., would have in fact an average yield of 38 bus., and in computing figures on total crop this

deduction may be considered and deducted either from the acreage or the yields, and this undoubtedly accounts for the difference in estimates on average yields as shown by different crop reporters.—Geo. A. Wells, secy.

KANSAS.

Frankfort, Kan., Nov. 22.—Corn is of good quality and also quantity.—Cliff & Nuss.

Burlington, Kan., Nov. 22.—Think the average on total acreage of corn is 28 bus.—Woodford Bros.

Anthony, Kan., Nov. 22.—The yield of corn is fairly 25 bus. to the acre. Quality fine.—W. W. Miller & Sons.

La Harpe, Kan., Nov. 22.—Our corn is averaging just about 30 bus. per acre. Condition No. 3 or better.—Hackney & Son.

Whitewater, Kan., Nov. 23.—The corn yield runs from 20 to 60 bus. to the acre, averaging 35 bus. Will grade No. 3 as a rule.—Whitewater Milling & Eltr. Co.

Wichita, Kan., Nov. 23.—The corn yield in this vicinity is very heavy and the movement is handicapped only by the lack of cars. A large amount of corn has been shipped in refrigerator cars and stock cars during the past 30 days.—F. O.

Perry, Kan., Nov. 9.—Corn is not yielding as well as expected. A good deal of it is down and the wet weather has rotted it badly. Feeders are paying up to the market for corn, which makes slow shipping.—F. G. Alford, mgr. Kaw Valley Grain Co.

Concordia, Kan., Nov. 22.—The average yield per acre in this vicinity and county is very close to 25 bus. per acre. It has been reported as high as 38 bus., but this estimate is not correct. It is grading No. 3 or better now, and is in good condition.—D. G. Gould, agt. Midland Eltr. Co.

Junction City, Kan., Nov. 22.—The yield and condition of corn in Geary county seem to be about up to the condition and yield reported at former times. It will average 40 bus. to the acre. Heavy demand from feeders. Cribbs all empty before new crop came in.—B. Rockwell Merchandise & Grain Co.

Clay Center, Kan., Nov. 22.—From present indications our corn will make about two-thirds of a crop this season. Very little has been marketed up to this time. Owing to its softness it is hardly in condition to be shipped. The bulk of our corn will be consumed at home, for feeding purposes.—Snell Mill & Eltr. Co.

Wellsville, Kan., Nov. 22.—Corn in this section is yielding from 30 to 50 bus. per acre. Will all average over 40 bus. or better in our estimation. At some of our other stations the yield is not over 35 bus. and possible at some of them not over 30 bus. The quality is good, and mostly in good condition now. Corn for the market has been moving in rapidly. Balance will come in slow.—Star Grain & Lumber Co.

MISSOURI.

Wellsville, Mo., Nov. 21.—Our corn crop is about an average. Some dry rot and damaged corn.—Fred Blatner.

Edgerton, Mo., Nov. 21.—Corn will yield about 40 bus. per acre; quality fair; damaged some by storm.—C. T. Stiff.

Versailles, Mo., Nov. 22.—The yield of corn this year will average 25 bus. per acre. Corn here is mostly fed.—G. F. Clark.

Troy, Mo., Nov. 21.—Present condition of the corn crop is not over 75 per cent. of an average on account of destruction by flood about Oct. 15. The yield is 98 per cent. of an average.—Troy Commercial Co.

Boynnton, Mo., Nov. 22.—The corn yield is not as large as we thought for at first. Quality fair. Some surplus but holding for higher price. Late rains did some damage. Selling at 35 cents.—Wm. Stutle, agt.

Liberty, Mo., Nov. 21.—The average yield of corn is 40 bus. to the acre. Quality poor on account of storm. Our farm will want to ship in at least 150 cars.—W. C. Willmott, secy. O. H. Corbin Milling Co.

Shelbina, Mo., Nov. 21.—Corn is yielding on an average of 40 bus. Quality not very good; damaged by too much rain; grading No. 4, and paying 30 to 35 cents per bu., according to quality.—Crow & Whaley.

Sedalia, Mo., Nov. 21.—Corn in this part of the country is very poor. In fact, do not think that over 25 per cent. of our corn will grade No. 2 and do not believe there will be any to ship out, from this station at least.—Sedalia Milling Co.

Clarksville, Mo., Nov. 21.—Corn is above an average in yield; will probably yield on an average 45 bus. and average one grade lower on account of wind storms blowing it down, followed by rains. Acreage about average.—Farmers Eltr. Co.

Linneus, Mo., Nov. 21.—The corn in this locality was quite badly damaged by wind storms in early fall. Yield very good with probable average of 50 bus. per acre. Very little will grade better than No. 3 in our opinion. Acreage large.—Cook Bros.

Warrensburg, Mo., Nov. 21.—Corn in our vicinity will make about 40 bus. per acre. Badly damaged. Practically none coming to market; is being bot by local feeders, above the market. Weather conditions for weeks good for gathering and still none comes.—J. Culp & Son.

West Point, Mo., Nov. 21.—Corn in our territory is not coming up to expectations as to yield. Will not average over 35 bus. in the county. Quite a percent of dry mouldy cars in nearly every field. We will not market as much corn as last year.—Agt. Nye-Schneider-Fowler Co.

Jefferson City, Mo., Nov. 21.—The corn yield was fairly good, but it is considerably damaged on low land because of heavy rains. Farmers are taking advantage of good weather and are gathering corn now, but not selling freely. They want better prices.—G. H. Dulle Milling Co.

Chillicothe, Mo., Nov. 21.—Corn is not yielding quite as well as was expected, but will probably average 40 bus. per acre. The quality will not be as good as last year, owing to the crop being blown down badly, causing that which is on the ground to sprout and rot. Price 30 to 35 cents according to quality.—J. T. Milbank & Bro.

Fayette, Mo., Nov. 22.—Corn in Howard county is good, in fact, the best crop we ever raised. Few fields turn out less than 50 bus., and from that to 85 bus. It looks like an average of 60 bus. for the county. It is beginning to move freely now; has been very wet all the fall here. Some little damaged corn.—Fayette Mill & M. Co.

Carthage, Mo., Nov. 22.—Corn in this vicinity will yield from 15 to 75 bus. per acre. Condition poor to good on account of too much moisture. The bottom land corn is poor while the up land corn is fair to good. There will be home demand for all corn raised here and maybe some to be shipped in.—R. Taaffe, of Morrow & Taaffe.

St. Charles, Mo., Nov. 24.—No corn being shipped yet from here. We understand that it is turning out all right, excepting the quality in some places is poor, caused by excessive rains, resulting in rotten grains, which will cut down the yield on the whole, altho it is large. The greatest damage was done on the lowlands, where some will be fit only for feed.—J. B. Thro Milling Co.

Dixon, Mo., Nov. 21.—On account of the destruction caused by excessive high waters of the neighboring streams, there will not be half an average crop of corn. The remaining harvest is badly damaged and most of it unfit for milling purposes. At present it is selling at from 40 to 50 cents per bu., locally, and but very little offered for sale. Corn will have to be shipped in, as there is not enough in the vicinity to supply the demand.—W. Heller, Jr.

NEBRASKA.

Bloomington, Neb., Nov. 21.—Corn is yielding 45 bus. per acre on an average. It is in good condition.—L. V. Smith, agt. W. H. Ferguson.

St. Paul, Neb., Nov. 22.—Corn yield in this locality is about 35 bus. Average condition good; sound and dry.—F. E. Pope, agt. Omaha Eltr. Co.

Benkelman, Neb., Nov. 22.—Estimate the average yield of corn in Dundey county to be 30 bus. to the acre at least and of an excellent quality.—F. Marshall.

Plattsmouth, Neb., Nov. 22.—Corn is yielding 32 bus. per acre. Condition fair-

ly good; some rotten grain but will make good No. 3 corn.—Agt. Duff Grain Co.

Paxton, Neb., Nov. 22.—The corn yield is good; average about 30 bus. on table land; irrigated land, 45 to 50 bus. Condition good. Threshing about done.—O. M. Gunnell.

Loup City, Neb., Nov. 21.—Corn in this county will run 40 to 50 bus. per acre, and is undoubtedly the best grade we have had in a number of years.—J. M. O'Bryan, agt. Omaha Eltr. Co.

Kearney, Neb., Nov. 22.—Corn is making from 20 to 40 bus. per acre. Not as good as expected and very little coming to market.—I. D. Loewenstein, mgr. Farmers Grain & Live Stock Co.

Nelson, Neb., Nov. 22.—The yield of corn is about 35 bus. per acre, which is about 25 per cent better than for 1904. The acreage is also about 25 per cent larger than last season.—I. Manian.

Fremont, Neb., Nov. 21.—The corn crop is not up to expectations in yield in this locality, still it is above the average and of a fine quality; yielding generally about 38 bus. per acre.—F. M. Morrison.

Broken Bow, Neb., Nov. 22.—Corn condition good, except some on ground, caused by heavy winds in fall which will make it No. 3 corn. Yield about 30 bus. per acre.—C. E. Sheppard, agt. Central Granaries Co.

Minden, Neb., Nov. 21.—Corn will yield from 30 to 40 bus. per acre, but it is not in good condition for market, as it is not dry enough yet. It will be a good No. 3 corn as soon as it dries some.—C. H. Tarkington.

Hartington, Neb., Nov. 22.—Believe the corn crop was over estimated. Average yield 30 bus. Weather fine for gathering. With 10 days more of fine weather the crop will be practically gathered.—H. Orcutt, agt. American Grain Co.

Pierce, Neb., Nov. 22.—Ear corn coming in quite freely. Not much shelling done. The crop is a good one but some fields not yielding as much as expected. The yield is about the same as last year in this section.—Pierce Milling Co.

Auburn, Neb., Nov. 23.—The yield of corn in this locality is about 40 bus., and the quality is good. On low ground there is some complaint of rotted corn, but on an average the quality is good.—Jas. Taylor.

Geneva, Neb., Nov. 22.—Corn in this vicinity is yielding about 30 bus. per acre, on an average. It is of very good quality and about 75 per cent of it is gathered and in crib. The fall has been very favorable for corn picking.—C. E. Summers, agt. Updike Grain Co.

Ponca, Neb., Nov. 22.—Our corn crop is about 75 per cent. of last year's crop. The quality is a little better than last year. Not so much cattle feeding being done. Crop will not move as early as last season, unless prices advance 2 to 3 cents.—Sam Bittenbender.

Hastings, Neb., Nov. 21.—Corn will yield about 30 bus. per acre. Quality good. Husking about two-thirds done. Not much moved yet, but movement will be good next week, if prices hold up to 30 cents, or above. Farmers will not sell freely below 30 cents.—T. J. Brennen, mgr.

Albion, Neb., Nov. 22.—Average yield of corn will be about 30 bus. very wet and not in condition to be put on the market. Good quality and would grade No. 3 if could get freezing weather to dry it out. Farmers very slow in putting their grain on the market.—R. B. Williams, agt. Omaha Eltr. Co.

Chapman, Neb., Nov. 22.—The corn in the north Platte bottom, in our immediate vicinity, will average about 15 bus. of fair quality. While the south side, in Hamilton county, will probably make 25 bus., also of fair quality. The north side of the Platte river does not exceed over three-fourths of the average acreage planted, on account of excessive rainfall all of last spring and early summer.—Lee Willard, mgr. Wells-Hord Grain Co.

Beatrice, Neb., Nov. 21.—Corn is well eared but stands too thin for large yield in 50 corn fields visited during the past week. With one-third more stalk the average yield would be 10 bus. per acre more. Best fields yielding 45 to 50 bus. the majority yielding 30 to 35 bus. and a great many fields, perhaps one-fifth

of the acreage, is making 20 to 25 bus. The ears are the largest I have ever seen in the state on an average, but there are not nearly enough of them.—M. T. Cummings.

Pawnee City, Neb., Nov. 22.—The corn here is well matured, but ends of ears where worms have worked in it are mouldy, which will make most of it grade No. 3. The yield is about 35 bus. Do not think farmers will sell freely at the present price, as they do not have to sell and are very independent.—O. H. Schenck.

OHIO.

Ashland, O., Nov. 21.—Corn is an average crop.—R. H. Palmer & Son.

Lancaster, O., Nov. 22.—Corn yield is above average and of good quality.—A. Deeds & Son.

Kyle, O., Nov. 20.—Good fair crop of corn. Down badly. Local price 36 to 38 cents.—Kyle & Williamson.

Washington C. H., O., Nov. 21.—Corn is making from 40 to 50 bus. per acre and the quality is fine.—S. W. Cissna & Son.

Marletta, O., Nov. 21.—The corn in Washington county is a full crop this year and it is of good quality.—Phoenix Mill Co.

Upper Sandusky, O., Nov. 21.—The corn crop is 90 per cent. of an average in this section, and it is sound but not dry.—Gregg & Son.

Athens, O., Nov. 22.—The condition of the corn is very favorable; better than last year; better corn and more of it.—W. H. Herrold.

New Lexington, O., Nov. 22.—The corn crop thruout this locality is good and of excellent quality. Much better than last year.—J. N. Martin.

Tiffin, O., Nov. 21.—The quality of the new corn, in this vicinity, is excellent, but the yield was not up to expectations.—Jos. Loudenslager.

Maryville, O., Nov. 21.—The corn is husking out as well as we expected. It is a little heavy, but is curing out well at present.—J. C. Spurrier.

Ottawa, O., Nov. 22.—Corn in this vicinity is about an average crop, but the quality is not as good; soft and damp. Very small part will grade now.—Wm. Annesser.

Lima, O., Nov. 21.—The corn crop is as near perfect as we can ever hope it to be. Quantity and quality both good. Yield about 50 bus. per acre.—Hall & Woods Co.

Tippecanoe City, O., Nov. 21.—The corn crop in this section is about 70 per cent. of an average, but is damaged by being blown down. The acreage is larger than usual.—J. M. Sanders.

Hamilton, O., Nov. 21.—The corn yield this year is excellent; will average 50 bus. per acre. The quality is good. We have good weather now for drying out the corn.—W. B. Carr, of Carr Milling Co.

Elmwood, O., Nov. 21.—Corn is good and will turn out well where properly cultivated. Drying out a little slow, but take it all around, will have the best corn crop for a long time.—F. S. Hanley.

Bellefontaine, O., Nov. 23.—The yield of corn is not as good by 25 per cent as was predicted 60 days ago, and the condition is bad for this season of the year. Corn does not dry and cure out as usual.—Keller & Gebby.

Lebanon, O., Nov. 22.—Have a large yield of corn, which is mostly of good quality. Dry and good shape. A large part of the crop already husked. We are in the midst of the sweet corn canning industry and this reduces the acreage very much.—Lewis Bros.

In its suit against the Chicago, Burlington & Quincy Railroad Co. the Chicago Grain Door Co. alleges that the road is infringing its patent on the McGuire Bracket, by using it in cars in lots of 500 at a time. The case is in the circuit court for the northern district of Illinois.

New Transfer Elevator at Tiffin, O.

The new transfer elevator which has just been completed at Tiffin, O., for Sneath & Cunningham, is illustrated in the engravings herewith, reproducing a fotograif of the completed plant and plans of longitudinal and cross sections, working floor and foundations.

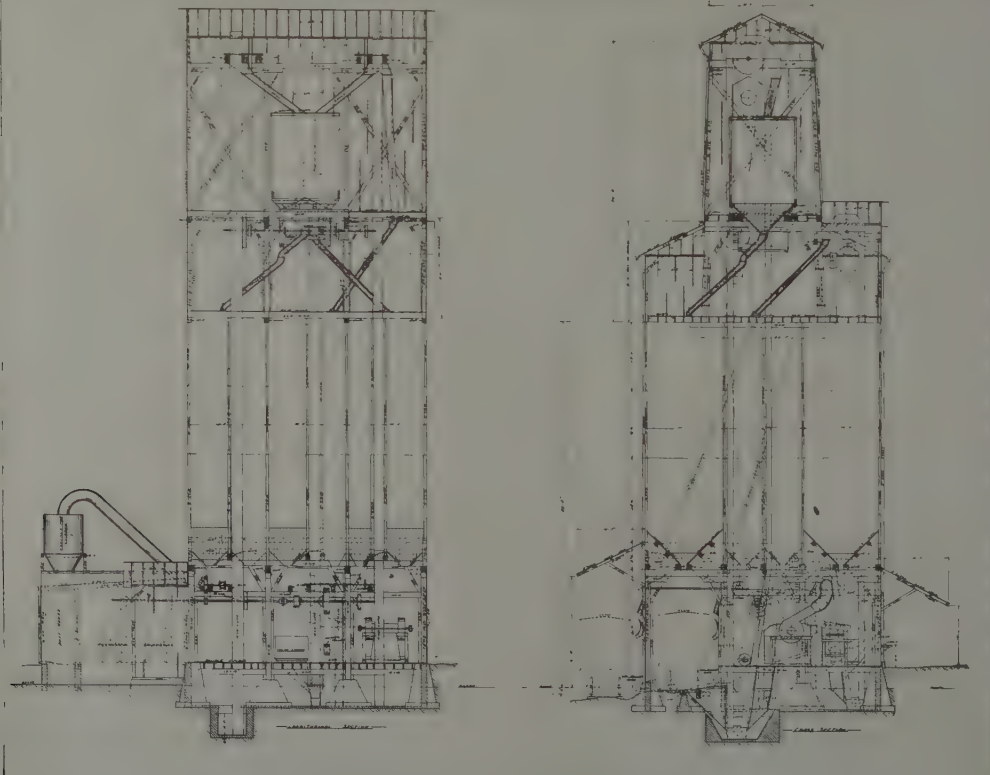
The house is 42x42 ft. and 115 ft. high to eaves, having storage capacity for 60,000 bus. It has a transfer and a loading track, two large and 3 smaller stands of elevators, and platform along one side for handling local grain. Three elevator legs run to the cupola and the two short legs, for transfer work, run to the bin bottoms only.

On the working floor are a No. 7 Monitor Clipper, No. 9 Monitor Separator, Burrell Car Puller, automatic grain shovel and a 100-bu. hopper scale for weighing grain from farmers.

In the cupola is a 1600-bu. Fairbanks Hopper Scale from which the grain is taken by a trolley spout. From the cupola floor two car loading spouts of 10-in. well casing run to the receiving and loading tracks, terminating in bifurcated spouting.

Included in the equipment are two man lifts, two telescope spouts, ticket elevator and 22 cast iron anti-friction bin bottoms. The sides of the crib walls and cupola are covered with corrugated galvanized iron. The roof is covered with slate.

The engine house adjoining is of brick, 22x26 ft., with 6 ft. partitioned off for a dust house. It contains two Fairbanks



Longitudinal and Cross Section Plans of New Transfer Elevator at Tiffin, O.



New Transfer Elevator at Tiffin, O.

Natural Gas Engines of 40 h. p. each, connected to the main shaft by leather belt running over friction clutch pulleys.

This building was erected in less than 75 working days by the Burrell Engineering & Construction Co.

Prussia's royal statistical bureau on Nov. 18 estimated the condition of the new seedings of wheat, this month, 72; last month, 76; last year, 82; rye, this month, 72; last month, 78; last year, 82.

Give the reports of "disappointing huskings" and "Corn rotting in the shock" no ear: they are faked up for a purpose. The point to rely upon is this—the crop is 500,000,000 bushels greater than last year.—E. W. Wagner.

So-called "oat feed," "oatmeal feed," or "ground oat hulls," consisting of a by-product in the manufacture of table cereals, made up of oat hulls or particles of oat hulls mixed with meal, dust, screenings, and other refuse, and which is used for feeding cattle, is dutiable as "oat hulls," under paragraph 231, tariff act of 1897, and not as an unenumerated manufactured article under section 6.—Decision by U. S. General Appraisers, New York.

A fierce yell from Kentucky greeted Secretary Wilson's statement that "corn is becoming too valuable to be used as food for livestock." The colonel knows a variety of breakfast food that is made from corn, and it is hard to beat it.—*Minneapolis Journal.*

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Nov. 25 have been 124,634,000 bus., compared with 119,410,000 bus. for the corresponding period of the preceding season.

Corn receipts for the present crop year prior to Nov. 25 have been 69,213,051 bus., compared with 56,971,000 bus. for the corresponding period a year ago.

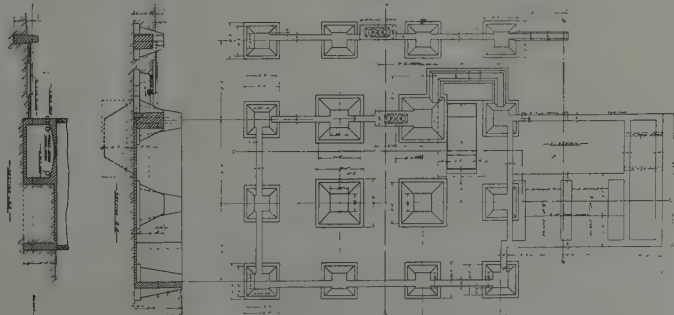
Exports of Breadstuffs.

Exports of breadstuffs during the 10 months prior to Nov. 1 were 8,413,817 bus. of wheat, 86,762,984 bus. of corn, 15,859,473 bus. of oats, 456,916 bus. of rye and 9,318,868 bus. of barley, compared with 9,918,705 bus. of wheat, 36,998,921 bus. of corn, 896,579 bus. of oats, 93,899 bus. of rye and 4,707,741 bus. of barley for the corresponding months of 1904. The total value of breadstuffs exported in the 10 months prior to Nov. 1 was \$102,261,736; compared with \$75,834,934 for the same months of last year.

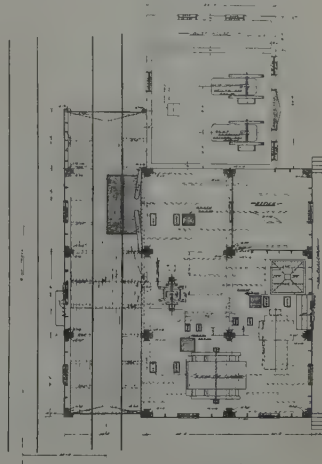
The exports of wheat during Oct. were over 3 times the amount of wheat exported during Oct. last year. The exports for Oct., 1905, were 4,467,073 bus.; compared with 1,219,471 bus. for Oct. last year, as reported by O. P. Austin, chief of the bureau of statistics.

False reports may stir up business, but they can not raise the firm disseminating such information in the estimation of persons who know better. California has not enuf wheat to supply the home demand and is absorbing the surplus of Oregon and Washington, yet the dope makers insist that Pacific Coast exports to Europe are the largest for three years.

For the second time in 2 years U. S. Senator J. Ralph Burton is on trial in the U. S. Circuit Court at St. Louis, Mo., on the charge of having been bribed to use his influence with the post office to protect the "get-rich-quick" Rialto Grain & Securities Co. This is the third indictment, and the trial began Nov. 20 and is now in progress. The government has introduced new testimony and is determined to convict Burton, who is said to have offered to accept a salary of \$500 per month from the fakirs.



Foundation Plans of Transfer Elevator at Tiffin, O.



Working Floor Plan.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—R. T. Brook, pres. of the Brook-Rauch Mill & Eltr. Co. has been elected a member of the Little Rock Board of Trade.

CANADA.

Forget, Sask.—The Northern Eltr. Co. is building an eltr.

Millet, Alta.—The eltr. for John Lineham has been completed.

Canora, Sask.—The eltr. for the Western Canada Eltr. Co. has been completed.

Brandon, Man.—A. E. McKenzie & Co. have expended \$1,300 in remodeling their eltr.

Regina, Assa.—The eltr. of the Western Canada Flour Mills Co. has been put out of plumb by overloading and is now idle.

Fort William, Ont.—Navigation will be extended from Dec. 5 to Dec. 15 by the use of ice breakers at Fort William and Mud Lake.

Blackfalds, Alta.—The Red Deer Mill & Eltr. Co. has succeeded the Blackfalds Mill & Eltr. Co. The local building will be used as an eltr.

Vancouver, B. C.—Work has been commenced on the eltr. for the Hall Eltr. Co., of Winnipeg, and it is expected that it will be ready to do business the first week in Jan.

Winnipeg, Man.—R. G. Plews, who has been with Leitch Bros. at Oak Lake for some time, has been transferred to Winnipeg and will take charge of the firm's business here.

Arnprior, Ont.—E. D. Osborne, of Kincburn, will organize a company to build an eltr. at this point, and has asked local citizens to take half the stock in the proposed company.

Winkler, Man.—W. J. Toews and John Hooge, of Myrtle, and John Toews and Wm. P. Peters, of Winkler, have purchased for \$20,000 the Winkler milling plant from Mr. McPhail.

Edmonton, Alta.—The 50,000-bu. eltr. for the Alberta Grain Co. has been completed. It is the first eltr. built here to handle grain exclusively, except the eltr. of the local flour mills.

Edmonton, Alta.—The grain and hay warehouse of the Whitelaw Co. burned Nov. 17, with a large quantity of baled hay and flour sacks. Loss about \$3,000; building insured for \$400.

Winnipeg, Man.—The building committee of the Grain Exchange has decided that the new building shall be located on ground now owned by the Exchange at Lombard and Rorie streets. The structure is to cost \$250,000.

Strathcona, Alta.—The grain conveying machinery is being installed in the new eltr. for the Brackman-Ker Milling Co. It is being installed in a tunnel which runs under the new house and the east eltr. The walls of the eltr. have been completed and work has been commenced on the roof, which is also to be of concrete.

Fox Warren, Man.—The Dowd Milling Co. has purchased the 40,000-bu. eltr. of A. Laycock, of the Standard Grain Co.

Winnipeg, Man.—G. S. Harold, formerly with S. Harold & Son, Brantford, Ont., has opened an office in Winnipeg and will engage in the grain business, making a specialty of track bids. He is a member of the Grain Exchange.

Virden, Man.—The eltr. of the Lake of the Woods Milling Co. was knocked from its base Nov. 12 by a freight train, which got derailed while shunting and was driven with great force against the eltr. The eltr. was filled with grain at the time.

Fort William, Ont.—During October the eltrs. at Fort William and Port Arthur received 11,541,000 bus. of wheat, compared with 6,739,000 bus. in Oct., 1904. Shipments out of the elevators were 10,427,000 bus., compared with 3,821,000 bus. in Oct., 1904.

Winnipeg, Man.—From the beginning of this season to the middle of November 32,000,000 bus. of wheat has been marketed on the lines of the Canadian Pacific, compared with 15,000,000 bus. last year. The Canadian Northern has had marketed on its line 9,000,000 bus.

Winnipeg, Man.—An advertising fakir, assisted by the Canadian Pacific Ry., has found many victims to pay exorbitant prices for advertisements in a badly printed publication said to have been gotten out by the road's authority. The book purported to be a guide to the shippers of Canada, but is of no practical value.

Winnipeg, Man.—Jas. George and George Lenton have been acquitted of the charge of having converted to their own use the proceeds of the sale of a consignment of wheat from C. S. Dunlop of Francis, Assa. The jury at first disagreed, but finally brot in a verdict of not guilty.

Battleford, N. W. T.—Steps will likely be taken by the Board of Trade to advise the Winnipeg grain merchants as to the amount of marketable grain that is procurable here, with a view to having grain buyers come here as soon as possible, says the *Battleford Herald*. What a snap for some one.

Montreal, Que.—At the recent hearing before the Dominion Transportation Commission regarding the car shortage, Alex. McFee, grain exporter, stated that if the Canadian railways were not allowed to manage the distribution of their cars as they thought best the export business of the west was in danger of being diverted into American channels. N. Wight, pres. of the Corn Exchange, and C. B. Esdaille, grain broker, stated that they did not wish the exporters to be given a preference by the railways, but they could not see that that had been the case. The heavy movement of grain at this season made it hard for the company to meet the demands for cars. The exporters had tried to make contracts with the Grand Trunk for the movement of grain to Montreal from Georgian Bay ports, but the company had refused to

give any promises as to time, as all interests had to be served, and the cars on the road were too few to handle all the traffic as it offered. M. K. Cowan, for the Grand Trunk, alleged that it is impossible to buy a single car in Canada for delivery in 1906.

Winnipeg, Man.—How serious the weed problem is becoming is shown by the statement of Chief Grain Inspector D. Horn to Prof. Clark, head of the seed division of the Dept. of Agri.: "We have now inspected twenty million bushels of this crop, of which 85 per cent is of high grade, that is, No. 2 northern and better. We have never before had so much rejected for being mixed with wild oats and barley and cockle and ragweed. Terminal eltrs. cannot take this out without special cleaning, and for this they have to make a special charge. The percentage of cars rejected in this way is nearly double what it was last year, and last year was serious enough."

WINNIPEG LETTER.

Hamilton, Ont.—The Perkins Eltr. Co. is building an addition to its eltr.

Sediac, N. B.—The flour mill and warehouses of Senator Peirier burned Nov. 10. Loss, \$20,000.

Headingley, Man.—Black & Francis have purchased the grain warehouse and flour mill of L. H. Compton.

Harding, Man.—The Harding Milling Co. has been organized and contemplates building an eltr. in the spring.

Dominion City, Man.—M. Ert, of Winnipeg, is forming a German colony, which will build eltrs., mills, etc.

Elkhorn, Man.—Reid Bros., of Winnipeg, have purchased the mill and will build an eltr. adjoining, in the spring.—R. F. R.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,150.

The W. R. Mumford Co. has decreased its capital stock from \$60,000 to \$35,000.

L. H. Manson has petitioned the directors of the Board of Trade for reinstatement as a member.

J. M. Maguire of Campus, Ill., has accepted a position with the United Grain Co. as traveling representative.

The Crescent Linseed Oil Works are having one seed tank and 2 oil tanks built by the Wm. Graver Tank Works.

W. H. Chadwick has been appointed receiver of the Central Grain & Stock Exchange, which is indebted to the Board of Trade about \$1,100 of court costs.

John Dickinson was admitted to membership in the Board of Trade Nov. 21, and is the first expelled member to be reinstated. His offense was cutting commissions.

T. A. McIntyre & Co., of New York, have opened an office in Chicago and will do a general grain and provision commission business. E. H. Reed and Geo. T. Ball will have charge of the business, Mr. Reed in the office and Mr. Ball on the floor of the Exchange.

Standard oats in store at South Chicago are offered shippers at the December price, showing a possible profit of one-half cent for shipment, but the uncertainty of being able to get cars to move them out prevents business, since in the event of delay the storage will eat up the profit.

G. C. Julius Spoerri, formerly secy. of the Wisconsin Grain Shippers Ass'n, returned to Chicago last Sunday to bury his baby boy. Mr. Spoerri is now assistant to the manager of the purchasing department of the Western Union Tel. Co., at New York.

A meeting will be held soon to discuss the changes and additions to the grades of grain proposed by Chief Grain Inspector W. Scott Cowen. The proposed grades were published in the Grain Dealers Journal for Nov. 10, pages 568 and 569.

The directors of the Board of Trade on Nov. 21 disapproved the proposed advance in commission rates on grain. The proposition is not favored at Minneapolis, and without the co-operation of the other grain exchanges the increase can not be made effective.

Pres. Wm. S. Jackson of the Board of Trade has returned from his trip of interviewing the officials of other grain exchanges on the matter of raising commission rates. Mr. Jackson reports the exchanges at Minneapolis and Duluth as in a remarkably prosperous condition.

Buyers who have been bidding the country the past month for No. 4 oats have found that shippers were taking advantage of them by mixing in barley and seeds and working off bin burned oats. Eastern buyers do not accept this mixture, and receivers have been forced to discontinue bidding for No. 4.

The rule requiring payment of 80 per cent on car lots of grain will impose a hardship on firms having limited capital, and who have thrived on the present allowance of 15 days. Nevertheless the rules committee believes its amendment will benefit the trade, tho restricting the buying by small firms having little capital and limited banking credit.

Local shippers and receivers have prepared a petition to the Illinois Central Railroad to do away with the reconsigning charge of \$2, in line with the recent action of the Great Western Road. The grain shippers held a conference with the railroad officials Nov. 20, and the company took the matter under advisement. This charge is unjust, as it is a discrimination against grain originating on the I. C. tracks.

"It would not be right to grade sulphured oats," says W. N. Eckhardt. "Doubtless it is true that a few days after they have been treated they cannot be told from natural oats, but the integrity of our grades should be upheld. Sulphured oats come under the same general classification as butterine and such substitutes for the real article, which, while not inferior to all appearances, are prohibited by law from being sold except under a class by themselves. Deception should not be countenanced."

Illinois state grain inspection at the new L. S. & M. S. Eltr. at Indiana Harbor, Ind., is desired by the lessees of the plant, Bartlett, Frazier & Carrington; and the directors of the Board of Trade recently suggested to the State Inspection Dept. that it grade grain at that point; but when Chief Grain Inspector W. Scott Cowen asked the attorney general of Illinois for an opinion he was informed that an Illinois grain inspector can not legally give a certificate of inspection in Indiana, so the directors have reconsidered their action and referred the matter of inspection at Indiana Harbor to the grain inspection committee. Grain

inspection in Indiana is under the authority of the county judge who, by law, appoints inspectors on petition. Grain loaded out of eltrs. at Indiana Harbor and other points near the boundary, will be inspected by the Illinois Dept. if the cars are switched across the state line into Illinois, as is being done in the case of one eltr.

The directors of the Board of Trade have had the following amendment to the rules posted for ballot: "On all sales of car load lots of grain, mill feed, or seeds made to proprietors or lessees of private eltrs., or to manufacturers of grain products, when such car load lots are ordered either to go to store or on transit billing, after five business days from the date when such car load lots are delivered to a connecting or delivering line, or to store, the seller shall have a right to demand of the purchaser 80 per cent of the value thereof, based upon the minimum capacity of the car or cars; the bill therefor must be accompanied by shipping order, or orders, and bill, or bills, of lading, or a receipt for the same; or by papers conveying legal title to the property, duly indorsed. Proprietors or lessees of private eltrs. shall at least once a year, or oftener, if required by the board, file an indemnity bond with the secretary of the board to protect members of the board of trade in their sales of grain, mill feed, or seeds to such proprietors or lessees; such bond to be approved by the warehouse committee." The original amendment as offered to the directors also will be voted upon. It is: "On all grain, millfeed or seeds sold the purchaser shall pay 80 per cent of the value of the commodity—on demand—upon presentation by the seller of proper shipping order or orders, and bill or bills of lading, or receipts for them, the said payment to be based on shippers' weights or the capacity of the car, subject however to final adjustment based on official weights at Chicago, or as may be otherwise agreed upon between the seller and buyer."

"Kiln dried corn shall in no case grade higher than No. 3," is one of the clauses in the proposed new grain inspection rules on which Chief Grain Inspector W. Scott Cowen invites criticism. Objections are being made to the rule that it will make corners easier by limiting the quantity of No. 2 corn delivered on contracts. It will also make the drying equipment of the Chicago cleaning houses less profitable in operation. The advantage of the rule is that it will prevent the delivery to buyers in this market of corn that has been damaged by roasting, or which has been rendered brittle by unskillful drying. While this is a praiseworthy object the proposed clause in the rules places too great a burden upon the grain inspectors, for they will be unable to discover that certain corn has been dried when only a small percentage of the moisture has been removed by an experienced operator of one of the improved driers now in use. The inspectors will be forced to discriminate against corn loaded out of local driers because they know it to have been dried, when identically the same quality of corn dried at outside points will easily pass inspection as No. 2, since the inspectors have no way of knowing the grain to have been dried. A slight change in the wording of the proposed rule will make it unnecessary for the inspectors to inquire into the previous history of any sample of corn that may come under their ob-

servation, thus "Corn bearing evidence of having been overheated or rendered brittle in kiln drying shall in no case grade higher than No. 3."

Gen. Frt. Agt. Pinckney of the Chicago Great Western Railroad has informed the transportation dept. of the Board of Trade that the reconsigning charge of \$2 per car on grain heretofore assessed at Chicago will be canceled. All grain arriving at Chicago via Chicago Great Western will be entitled to one movement free, from inspection tracks to any industry located on that railway, or to a junction point of its rails with a connecting line. E. B. Boyd, mgr. of the transportation dept., thereupon made the following statement: "The C. G. W. Ry. announces that it will waive reconsigning charges and switch free at Chicago to eltrs. on its line, or to junctions with other lines, when the grain is going to eltrs. on other lines or delivery made to eastern roads. This switch only refers to free service to the end of the C. G. W.'s rails."

COLORADO.

Florence, Colo.—The Hadley Mercantile Co. has succeeded M. J. White in the grain business.

Broomfield, Colo.—August Nissen has installed a Howe Gasoline Engine, purchased from the Borden & Selleck Co.

IDAHO.

Idaho Falls, Ida.—The Shelley Mercantile Co., of Shelley, has been incorporated, and has succeeded Huibell Bros. in the grain business.

Nampa, Ida.—The Nampa Milling Co., Ltd., incorporated, \$25,000 capital stock. Incorporators, B. F. Walker, J. E. Murphy, Carl Brown, Frank Estabrook and W. S. Walker.—M. C. E.

ILLINOIS.

Rockford, Ill.—A bucket-shop of Hammond, Ind., has opened a branch here.

Ferris, Ill.—Mr. Carlisle, of Adrian, has leased the farmers' eltr. and has it in operation.

Savoy, Ill.—Frank Supple, of Bloomington, has purchased the eltr. of the Savoy Grain Co.

Wauconda, Ill.—John Spencer contemplates engaging in the grain and feed business next year.

Mokena, Ill.—Liess Bros. have purchased for \$6,500 the eltr. and business of W. H. Bechstein.

Ogden, Ill.—Frank Supple, of Bloomington, has purchased the 100,000-bu. eltr. formerly owned by the Ogden Grain Co.

Mt. Carmel, Ill.—Holsen & Storckmans have succeeded F. & W. E. Storckmans as proprietors of the Bluff City Mill & Eltr. Co.

Manhattan, Ill.—The H. T. Truby Grain Co. will install Howe Hopper Scales in its eltr. at Andres, on the I. I. & M. Ry. 6 miles east of Manhattan.

Seneca, Ill.—E. J. Wilcox, son-in-law and assistant of M. J. Hogan, died recently and was buried Nov. 9th. Mr. Wilcox was but 29 years old. In passing from the eltr. to the office where he was employed, he noticed that the horse of a customer had become untied from the hitching post, and approached it to re-fasten the halter, when the brute turned upon him and kicked him in the stomach,

from the results of which he died the following week.

Roseville, Ill.—S. A. Hendee has repaired his eltr. Pratt & Pratt have repaired their eltr.

Charleston, Ill.—Whalen Bros. have succeeded Alex Richter in the grain business. The firm consists of John and Ed Whalen.

Peoria, Ill.—Grain receivers complain that the roads from northwestern Iowa give a higher rate thru Peoria than Chicago enjoys.

Camargo, Ill.—Kaga & Co. have purchased the eltr. of the National Eltr. Co. and will tear it down, leaving their house the only eltr. in the town.

Mt. Pulaski, Ill.—The Mt. Pulaski Grain Co. has increased its capital stock from \$30,000 to \$50,000. A. Eisminger is pres. and G. H. Hubbard secy. of the company.

Morrisonville, Ill.—The Morrisonville Grain Co. incorporated, \$10,000 capital stock, to deal in seeds, feed and fuel. Incorporators, A. L. Kittell, Louis Rittger and A. W. Hardy.

Mansfield, Ill.—Two of the cases against H. P. Hitchins on the charge of conducting a bucket-shop have been continued. The bank at Mansfield has bot suit to recover \$75,000 from Hitchins.

Rankin, Ill.—Rankin & Whitham's eltr. is receiving a new 25-h. p. Fairbanks-Morse Gasoline Engine and a new galvanized iron roof. The work is being done by the Burrell Engineering & Construction Co.

Manhattan, Ill.—Baker, Jones & Co. have secured a site on the I. I. & M. Ry. right of way and will immediately begin the erection of an eltr. office and coal sheds. The old plant on the Wabash will be taken away.

Dwight, Ill.—Austin Gibbons and Geo. L. Kern have purchased both the eltrs. of E. D. Voorhes and will operate them under the firm name of Gibbons & Kern. The sale was made thru Jas. M. Maguire. Possession will be given Dec. 4.

Prairie Hall, Ill.—T. A. Bone, of Decatur, has purchased a half interest in the eltrs. of W. S. Smith and will operate them. The sale was made thru C. A. Burks.

Bethany, Ill.—A. R. Scott's new 60,000-bu. eltr., just completed by the Burrell Engineering & Construction Co., burned on the night of Nov. 8. It had never received any grain. Partially covered by insurance. Foundation for new house is being laid.

Sheldon, Ill.—The Cleveland Grain Co.'s new local eltr. is being erected by the Burrell Engineering & Construction Co. The eltr. will have storage room for 25,000 bus. and crib room for 5,000 bus. The new eltr. is near the company's transfer eltr.

Vermillion, Ill.—Lay & Meadows went into bankruptcy some time ago, but the bids which some firms continue mailing to their address are given by the postmaster to farmers, making a disturbance. The only regular dealers at Vermillion are A. B. Caldwell & Son.

Mazon, Ill.—T. E. Kelly, of Galva, has purchased the eltr. of J. R. Wragg, who has retired from business on account of failing health. The sale was made thru Jas. M. Maguire. Mr. Kelly took possession at once and will remove his family to Mazon as soon as possible.

Dwight, Ill.—Frank Supple, who recently purchased the eltr. of Geo. L. Kern, will take possession Dec. 1. The sale was made thru Jas. M. Maguire. Mr. Kern has purchased another site and will build a 25,000-bu. eltr.

INDIANA.

Yeddo, Ind.—John Reichard is trying to do a scoop shovel business.

Frankfort, Ind.—Fatzinger & Strange have bot the Vandalia Eltr. from J. T. Sims.

Kimmell, Ind.—Niccum Bros. will build an eltr. in connection with their flour mill.

Hillsboro, Ind.—Morrison, Finch & Co. have bot the eltr. of A. B. Cohee & Co. Possession was given Nov. 7.

Spencer, Ind.—W. H. Brown, of Tennessee, has purchased the plant of Smith & Tapp and now has possession.

Logansport, Ind.—Dennis Uhl & Co. are making improvements in their eltr. and have installed a Western Air Blast Loader.

Brookston, Ind.—Bell & Hansen have succeeded Frederick Rose, having taken possession Nov. 13. Mr. Rose will look after his other business interests.

Middlebury, Ind.—Samuel Nusbaum will install a 14-h. p. Howe Gasoline Engine and Hopper and Wagon Scales, purchased from the Borden & Selleck Co.

Anderson, Ind.—A meeting of grain dealers of eastern Indiana was held here Nov. 16, with about 32 dealers present. The poor condition of corn was commented upon.

Evansville, Ind.—A meeting of grain dealers along the Ohio river between Henderson and Paducah is said to have been held here Nov. 13 at the St. George hotel, preparatory to forming an organization.

Indianapolis, Ind.—The Indiana Railroad Commission on Nov. 20 issued circulars Nos. 2, 3 and 4 to the railroads and grain dealers, the railroads, and the commercial bodies and shippers, inviting their attendance at a meeting to be held at room 85, state house, Dec. 15, at 10 a. m., to consider the adoption of uniform regulations that shall result in a fair distribution of cars to shippers in the country as well as to eltr. men at competitive points and terminals; also to adopt rules for the interchange of cars and switching between roads at junction points, to obviate the great number of complaints that are being made of the failure of some roads to adopt uniform switching arrangements with other roads. Shippers who are suffering from the refusal of the roads to switch cars and from discrimination shud attend the hearing of Dec. 15 at Indianapolis.

INDIANAPOLIS LETTER.

Aquilla Q. Jones, attorney, has been elected a member of the board of governors of the Board of Trade in place of Hugh J. McGowan.

According to the report of the building committee of the Board of Trade, plans and specifications for the proposed new building to be erected on the old Pyle House site at the corner of Ohio and Meridian streets are completed. Bids on the contract will be received until November 27. Bids for the steel construction have already been received in anticipation of a rise in the market. Construction must begin not later than Jan. 5, 1906,

and the building must be completed by Jan. 1, 1907. The proposed new building will be eight stories in height, the first two of stone and the rest of brick or terra cotta facing. The Union Trust Company's plans to underwrite the issue of \$200,000 of preferred stock that must be sold to pay for the construction of the building have been accepted. The stock is to be sold at par in shares of \$100 each, and will draw interest at the rate of five per cent. If the money necessary for construction is not forthcoming from sales of stock as fast as needed, then the trust company will advance it on the stock in hand, until reimbursed by sales.—C. P.

INDIAN TERRITORY.

Bixby, I. T.—The Midland Mill & Eltr. Co., of El Reno, Okla., is building an eltr.

Wagoner, I. T.—O. R. Cureton, of Georgia, will build a 20,000-bu. eltr., to cost about \$5,000.

Sapulpa, I. T.—W. J. McKenzie, of Yukon, Okla., has purchased a site and will begin at once the erection of a large eltr. and mill.

Nowata, I. T.—The Rea-Patterson Milling Co., of Coffeyville, Kan., installed a 25-h. p. gas engine to replace the 12-h. p. gasoline engine, and has put in a new sheller and cleaner.

Marlow, I. T.—Altho two steam shellers are constantly at work the corn has accumulated in ricks until Mr. Cliff, of the Cliff Grain & Mill Co., estimates that there are 35 cars of corn in ricks on the ground.

IOWA.

Stratford, Ia.—Chris Williams will repair his eltr.

Imogene, Ia.—The eltr. for John Gilmore has been about completed.

Hanlontown, Ia.—The Northern Grain Co. is building corn cribs here.

Percival, Ia.—The Morton Grain Co. has installed a gasoline engine in its eltr.

Wiota, Ia.—Mr. Monsinger has succeeded E. Paul as mgr. for the Des Moines Eltr. Co.

Clarion, Ia.—The Iowa & Minnesota Cereal Co. has built double corn cribs at Clarion, Maclay and Somers.

Calamus, Ia.—The Wells-Hord Grain Co. has installed a large wagon scale, purchased from the Borden & Selleck Co.

Shenandoah, Ia.—J. L. & J. K. Gwynn, of Imogene, have purchased the eltr. of J. A. Kyle & Sons. Possession was given at once.

Callender, Ia.—The Iowa & Minnesota Cereal Co. has completed the improvements on its eltr. and has built a double corn crib.

Guttenberg, Ia.—Herman Ihm has overhauled his eltr. and put a new roof on the engine and boiler house and installed a new boiler.

Avoca, Ia.—Work has been commenced on the 12,000-bu. eltr. for Fred Tanke, whose eltr. burned in July. The new building will be 22x26 ft. and 56 ft. high, and will be built on the site of the former house.

Des Moines, Ia.—Bowen & Regur incorporated, \$50,000 capital stock, to do a general eltr. and grain business, and handle coal, lumber and live stock. Incorporators, Edwin L. Bowen and Winfield A. Regur.

Otho, Ia.—John Zink has succeeded Edwin Hewitt as agt. for the Iowa & Minnesota Cereal Co. Mr. Hewitt resigned on account of ill health.

Kanawha, Ia.—The Farmers Co-operative Eltr. Co. has been organized at Olaf and will be incorporated with \$4,000 capital stock. The officers are: J. K. Sheplee, pres.; C. J. Baxter, secy.; H. O. Stockseth, treas.

Whitten, Ia.—A. J. Mabie, of St. Anthony, has purchased the eltr. of Wm. Knox and will take charge of the business personally. His son, Geo. Mabie, will be associated with him in the business. Both, with their families, will soon remove to Whitten.

Sioux City, Ia.—The Commercial Club sent a delegation to Chicago Nov. 5 to confer with the railroad officials with regard to the differentials on South Dakota grain rates into Sioux City, on the completion of the Ashland cut-off of the Great Northern.

An Iowa justice heard of a case in his state where a defaulter's bond was forfeited, and the Baltimore Bonding Company, which was the surety, refused to settle and could not be reached because it had no property or collateral in the state. The justice has ordered the clerk of his court not to receive, in future, bonds of any state surety company of other states.

Sioux City, Ia.—Grain dealers of northwestern Iowa held a meeting at the Mondamin hotel on the evening of Nov. 3 to consider rates on grain. The rate to Chicago from Kingsley, Ia., and other points on the Illinois Central is 3 cents better than the rate from Alton, or Hawarden on the Northwestern, or Sheldon on the Milwaukee; the Chicago rate from Peterson is 15 cents; from Alton, fifty miles west, it is 18 cents; from Remsen, directly south of Alton on the Illinois Central, the rate is 16 cents. Alton has two railroads of the same system, the Northwestern. Remsen and Alton are about twelve miles apart, and in the grain trade their territories merge. Where the shoe pinches the foot of the Alton grain dealers is at the point where the farmers who are able to haul to either Remsen or Alton choose the former market, grain markets ruling higher there on account of the 2-cent difference in the Chicago freight rate. It was the sense of the meeting that pressure should be brot to bear upon the roads to equalize rates.

KANSAS.

Yates Center, Kan.—The eltr. for R. A. Braiks has been nearly completed.

Patterson, Kan.—The Collins Grain Co. writes: "We are a scoop shovel outfit."

Beverly, Kan.—The Farmers Eltr. Co. has bot out and succeeded M. Chamberlain.

Beloit, Kan.—The Farmers Grain Co. is having the roof of its eltr. raised about 8 ft.

Annual meeting of Kansas Grain Dealers Ass'n will be held in Kansas City in January.

Speed, Kan.—J. Lindsay is said to be intending to engage in a scoop shovel business.

Kingman, Kan.—W. L. Swinney, a prominent grain man and a member of the firm of Swinney & Fowler, died suddenly Nov. 18 of heart disease at Eureka Springs, Ark.

Medicine Lodge, Kan.—D. S. Jones has resigned as mgr. of the eltr. for Geo. Harbaugh.

Mitchell, Kan.—The H. Parker Grain Co., of McPherson, has purchased the eltr. of R. J. Johnston.

Lawrence, Kan.—Schoengirt & Son, of Midland, are building an eltr. at that point. They expect to be able to ship grain by Dec. 15.

Lebo, Kan.—Geo. Ott had his clothing caught in the machinery at his eltr. recently, but he escaped with slight bruises by losing his coat.

Douglass, Kan.—Neil Wilkie is doing a scooping business at this point. The regular dealers are Jas. T. Dale and the Douglass Grain Co.

Centralia, Kan.—Fisher & Smith have succeeded Fisher & Clift, Mr. Fisher having purchased the interest of Mr. Clift, who has removed to Frankfort.

Topeka, Kan.—The Murdock Grain Co. of Clifton, Kan., on Nov. 17 filed a petition and complaint against the Missouri Pacific Railroad, alleging discrimination in car supply.

Mapleton, Kan.—R. B. Britton, dealer in grain and implements, and J. S. Weaver have consolidated their business interests and will continue under the firm name of Weaver & Britton.

Topeka, Kan.—The Union Pacific on Nov. 10 filed its answer to the suit instituted before the railroad commissioners by Carr W. Taylor to reduce freight rates on grain, and the board on Nov. 13 postponed the hearing to Nov. 27.

Pittsburg, Kan.—The eltr. of J. M. Wilson was badly damaged by fire Nov. 6 and 1,500 bus. of wheat and corn were damaged by water. The top floor of the house was almost entirely destroyed with the machinery on that floor. Loss, \$1,500; no insurance. Work has been begun on the repairs.

Frankfort, Kan.—Clift & Nuss have purchased the 12,000-bu. eltr. and the coal business of the Hinds & Lint Grain Co. and took possession Nov. 20. Mr. Clift was formerly of the firm of Fisher & Clift at Centralia, but sold his interest in the eltr. and business to his partner, Mr. Fisher.

Osage City, Kan.—The plant of the Osage City Grain & Eltr. Co. burned Nov. 20 with thousands of bushels of corn and wheat. The origin of the fire is unknown, except that it started in the interior of the building. The eltr. has but recently been remodeled and some new machinery installed. Loss, \$15,000; insurance, \$6,500. The property was owned by F. B. Bonebrake and M. W. Caldwell, who will rebuild at once.

Elsmore, Kan.—W. D. Cox & Son have brot suit under the new railroad law against the Katy and Frisco roads to have a reasonable rate declared on corn to Kansas City. The rate on shelled corn from Elsmore to Kansas City is 8c a hundred, while the rate to Rosedale, Kan., is 13c. As Rosedale is only a few miles from Kansas City and is practically the same market, the Kansas City cars being stopped there for inspection, the rate should be practically the same instead of 5c more. Cox & Son have had great trouble getting cars and by consigning to Rosedale could invoke the Kansas demurrage law against the roads for failure to furnish cars in a reasonable time. The

road claims that the demurrage law applies only to shipments to points within the state.

St. Marys, Kan.—The Hoffman Eltr. Co., of Enterprise, has purchased the eltr. of Lanzrath & Greenheck. Mr. Lanzrath will continue to manage the business.

Hammond, Kan.—A test of the Kansas demurrage law is to be made by hay shippers here, who tendered 25 per cent of the freight on a car for which application had been made and refused. After waiting 6 days suit is to be brot for damages.

Manhattan, Kan.—The 16,000-bu. eltr. for Geo. T. Fielding & Sons has been completed and the switch put in from the Rock Island. Arthur P. Fielding will manage the business. The equipment of the eltr. includes a double dump, dump scales, sheller, with capacity of 200 bus. per hour, cleaner, hopper scales and a chop grinder. It also has a dump pit to unload cars of ear corn and all seeds and grains. A 22-h. p. gasoline engine has been installed.

Topeka, Kan.—New members joining the Kansas Grain Dealers Ass'n since Aug. 1 are E. I. King & Co., Logan; W. H. Miller & Co., Rexford; J. F. Jones, Grinnell; Hart & Anderson, Jamestown; Cheney Mill Co., Cheney; W. W. Smith & Co., Holyrood; Baker & Weedman, Holyrood; J. F. Cheatum, Cleveland; Security Milling Co., Abilene; Mead Seed & Grain Co., Mead; A. M. Hungerford, Mahaska; Tyler & Co., Junction City; L. H. Powell & Co., Wichita; A. D. Steel, Berwick; E. D. Runnals, Longford; Rock Island Grain Co., Abilene; Hoffman Eltr. Co., Enterprise; W. R. Cunningham, Morland; Roos & Waldo, Ellis; Smith, Klock & Co., Dexter; M. P. Thielen, Dorrance; Antle-Linley Grain Co., Atchison; J. E. Wilcox, Bancroft; W. H. Fluke, Gardner.

Application for cars under session laws of 1905, chapter 345, shud be made in writing to the railroad agent, stating the number of cars needed, the location and time to be loaded, together with a tender of 25 per cent of the freight. The road then must supply the cars within 6 days unless 30 or more cars are ordered, when the road has 10 days in which to supply them. For failure to supply cars the road shall forfeit \$1 per day and actual damages, to be recovered in court. If the shipper fails to load the car in 2 days he must forfeit \$1 per day. When cars requested for different days are all supplied on one day the shipper has additional time to load. For failure to load cars ordered the shipper is liable for actual damages. If a shipper orders cars without making a deposit neither party is liable to penalties.

Salina, Kan.—At a meeting of grain dealers on the main line and Lincoln branch of the Union Pacific called by E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n, on Nov. 2, the following topics were discussed: "How Can the Country Shipper Assist in Securing Better Weights at Terminal Markets," "Kansas Grain Dealers and Millers," "Some of the Advantages of Being Friendly with Your Competitor." T. L. Hoffman read a paper on "Arbitration vs. Litigation." The following resolution offered by Taylor Miller was adopted: "That the shippers present write the secy. protesting against the practice of deducting 100 pounds per car at Kansas City, and that the secy. of the Ass'n present the protests to the atty.-

gen., with the request that he immediately take legal steps to have the practice discontinued in the state."

KENTUCKY.

Lexington, Ky.—Logan & Haggin have suffered considerable loss by thefts of grain from their eltr. by an employe, aided by four others. Wheat and cats were hauled away by the wagon-load at night.

MARYLAND.

Baltimore, Md.—Wm. J. Bailey has gone with John G. Bauernschmidt.

Baltimore, Md.—John S. Smith, senior member of the firm of John S. Smith & Co., died Nov. 6. He was a member of the Baltimore Chamber of Commerce.

MICHIGAN.

Milan, Mich.—Cook & Wilson have succeeded the Milan Eltr. Co.

Albion, Mich.—R. D. Alexander, a grain dealer, died recently of paralysis, aged 54 years.

Bridgewater, Mich.—Wm. Burtless, of Manchester, has discontinued his grain business at this point.

Springport, Mich.—The large bean eltr. for G. E. Burseley & Co. has been completed. E. W. Comstock is mgr.

Blissfield, Mich.—The Blissfield Milling Co. has leased the eltr. formerly operated by the Baluss-Dawson Co.

Hanover, Mich.—C. H. Markham, a coal dealer, contemplates leasing the D. T. & M. Ry. Eltr. and engaging in the grain business.

Ottawa Lake, Mich.—The Ottawa Lake Eltr. Co. has succeeded the Baluss-Dawson Co. Robert Dawson will manage the business.

Fowler, Mich.—The Fowler Eltr. Co., a co-operative company, has been organized to do a general business in grain, coal, wood and cement. An eltr. will be built.

Gladwin, Mich.—A. H. House will rebuild at once his warehouse which burned Oct. 19. The loss on stock was \$3,500 and on the building, \$2,000; insurance, \$3,650.

Rochester, Mich.—Rudolph A. Reed, mgr. for the Ferrin Bros. Co., of Detroit, was instantly killed recently by being caught on a shaft. Every bone in his body was broken.

Detroit, Mich.—Interstate Commerce Commissioner Prouty heard testimony Nov. 10 on the complaint of J. S. Lapham & Sons that the Grand Trunk is charging for switching and elevation as much as \$12 or \$13 per car on grain. Commissioner Prouty decided that as the shipment began and ended within the state he had no jurisdiction, and the Board of Trade will take the matter into the Michigan courts.

MINNEAPOLIS.

The Archer-Daniels Linseed Oil Co. is having an oil tank 44x50 ft. built by the Wm. Graver Tank Works.

E. O. Fellows is being tried on the charge of attempting to pass a forged check for \$5,000 upon the F. H. Peavey Co.

Michael D. Clapp, a foreman for the Barnett & Record Co., was fatally injured Nov. 16 by a fall from an eltr. which the company is building at Omaha.

He died Nov. 20. His fall was caused by a defective plank in a scaffold on which he was working 40 ft. from the ground.

Wm. Maxwell, a broker and owner of an eltr. at Fairfax, has failed. Liabilities, about \$11,000. Mr. Maxwell some time ago was suspended from the Chamber of Commerce for not paying bills.

The members of the Chamber of Commerce were addressed by Pres. Jackson of the Chicago Board of Trade Nov. 9 on the proposed increase in the commission rate on grain. A week later the members decided not to join in any conference of the exchanges looking to an advance in rates.

The Soo road has given orders that its cars loaded with wheat must go to eltrs. and not to mills, so as to prevent millers reloading cars with flour for eastern shipment; and as the wheat to go to store does not sell as high as wheat to mills, the Soo wheat does not sell as readily. The Chamber of Commerce is endeavoring to have the road modify its order.

A. F. Shuler, representing the Huntley Mfg. Co. in Minneapolis and the Northwest, has for 2 weeks been moose hunting in northern Canada. One of the moose killed by Mr. Shuler was shot at a distance of 30 ft. while charging on him. A Port Arthur paper states that this is the largest moose ever brot into Port Arthur, its antlers measuring 5 ft. across.

MINNEAPOLIS LETTER.

The Seidl Grain Co. is contemplating the erection of a transfer eltr. next spring.

E. L. Everett has left the Minnesota Grain Co. and is now connected with the Corson Grain Co.

The weather for showing grain samples upon the Chamber has been most favorable the past two weeks.

Wm. Dickinson is to be married on Nov. 29 and gave a farewell banquet to about fifty of the boys last Saturday at the National Hotel. The boys in the pit are having considerable fun with "Billy."

There is a demand here for bright barley from barley dealers in all parts of the country. The dealers say that Minneapolis is the only place where they can secure pale barley at a price low enough to make it available for mixing purposes.

It is quite a relief to the trade that the usual blockade notices this time of the year on the different eltrs. have so far this season been conspicuous by their absence. None of the eltrs. in this city have been over rushed with business this fall and they were all able to take care of themselves without accumulating lines of cars waiting to be unloaded.

The Farmers Exchange is scheduled to have a directors' meeting the end of this month in which it is contemplated that the by laws will be changed so they may be in conformity with the ideas of the directors of the Chamber of Commerce. The directors of the Chamber of Commerce have in the past objected to one of the farmers' rules which authorizes a dividend to stockholders in proportion to the business that the stockholder gives the Farmers Exchange. The Chamber of Commerce says this is equivalent to a rebate of commissions and not consistent with the policy of the board. With its by-laws changed the Farmers Exchange intends to make another effort to secure a corporate membership in the Chamber of Commerce and from what is rumored,

they are very determined in the matter.—Minn.

MINNESOTA.

Lakeville, Minn.—J. J. Hynes has succeeded J. C. Geraghty.

Rosemount, Minn.—J. J. Hynes has succeeded J. C. Geraghty.

Eden, Minn.—The Stewart Eltr. Co. has succeeded the John Miller Co.

Delavan, Minn.—W. M. Adams has succeeded the S. Y. Hyde Eltr. Co.

Jeffers, Minn.—The Skewis Grain Co. has succeeded the American Grain Co.

Hatfield, Minn.—It is rumored that the farmers co-operative eltr. is losing money.

Clinton, Minn.—The Farmers Eltr. Co. is building a 24x26 ft. addition to its eltr.

Peavey Eltr. Co. at Chatham was wrecked recently.

Hadley, Minn.—The Hubbard & Palmer Co. has succeeded the Peavey Eltr. Co.

Holland, Minn.—The New London Milling Co. is new in the grain business at Pinney.

Oakland, Minn.—The Pierce-Stephenson Eltr. Co. has succeeded the S. Y. Hyde Eltr. Co.

Brownsdale, Minn.—The Pierce-Stephenson Eltr. Co. has succeeded the S. Y. Hyde Eltr. Co.

Hayward, Minn.—The Pierce-Stephenson Eltr. Co. has succeeded the S. Y. Hyde Eltr. Co.

Alden, Minn.—The Pierce-Stephenson Eltr. Co., of Dexter, has succeeded the S. Y. Hyde Eltr. Co.

Rothsay, Minn.—Ottin Lein has been secured as assistant grain buyer for the Interstate Grain Co.

Rushford, Minn.—The farmers contemplate buying the eltr. formerly operated and owned by the S. Y. Hyde Eltr. Co.

Worthington, Minn.—C. L. Maxwell, who formerly owned and operated an eltr. at Scotland, S. D., has brot one of the eltrs. here and on Nov. 15 took possession.

Emmons, Minn.—The Iowa & Minnesota Cereal Co. has removed its eltr. from Norman, Ia., to Emmons, a distance of 1 mile. The Younglove & Boggess Co. had the contract.

Morris, Minn.—County Atty. Bicknell states that as the seed grain laws are unconstitutional, the county is not indebted to the state for the seed supplied to farmers several years ago. The amount claimed by the state is \$4,833.

Park Rapids, Minn.—A. A. Crawford, agt. for the Interstate Grain Co., died recently at Minneapolis while undergoing an operation. Harry Crawford, who has had charge of the eltr. at Sebeka for the company, has been transferred to Park Rapids to take charge of the eltr. here.

Lakefield, Minn.—The Lakefield Farmers Co-operative Eltr. Co. incorporated, \$50,000 capital stock, to build and operate eltrs. and warehouses, buy, sell and store grain, seeds and farm products, fuel, general merchandise, building materials, farm machinery and live stock. The officers are: N. A. Johnson, pres.; Fritz Schult, vice-pres.; J. C. Caldwell, secy.; H. W. Voehl, treas.

Astoria, Minn.—M. A. Rafferty, mgr. of the eltr. for Jameson, Hevener & Griggs, is slowly recovering from an operation ~~which~~ ^{which} ~~on~~ ^{on} ~~the~~ ^{the} ~~eltr.~~ ^{eltr.} ~~for~~ ^{for} ~~internal~~ ^{internal} ~~injuries~~ ^{injuries} sustained some time ago in a fall. His son, Frank J. Rafferty, has charge of the eltr. during his absence.

St. Paul, Minn.—The Loftus-Hubbard Eltr. Co. has won another victory over the railroads, having forced the C. M. & St. P. Ry. to discontinue its unwarranted charge of \$1.50 for delivering cars of hay from the state scales to the Great Western tracks. The eltr. company made complaint to the state railroad commission, and at the hearing, Oct. 20, Geo. S. Loftus appeared for his company and J. T. Conley, a. g. f. a., for the road. After taking the case under advisement for some time the commission ordered that the road cease making the charge and make reparation for the amount he has paid to the company for such delivery.

MISSOURI.

Joplin, Mo.—J. H. Hines and W. A. Kalf, of Boynton, will build an eltr.

Kansas City, Mo.—Perry C. Smith has purchased the membership of J. M. Richardson in the Board of Trade.

Elmo, Mo.—Walkinshaw & Co., of Blanchard, Ia., have purchased the eltr. of J. Auracher and have taken possession.

Chillicothe, Mo.—The insurance on the corn eltr. and feed mill of Jackson & Gumbly has been settled except a \$2,000 policy. The firm has not decided whether it will rebuild.

St. Louis, Mo.—Thomas P. Lahey, broker, has been indicted for alleged fraud in connection with the defunct Merchants Brokerage & Commission Co., an alleged "get-rich-quick" concern.

Kansas City, Mo.—Judge Park of the circuit court has ordered that the membership of J. Beckwith be sold and the proceeds be applied to the payment of his debt to four individuals to whom he had pledged the membership as security four years ago.

St. Louis, Mo.—The warehouse of the Commercial Feed Mills Co. was damaged by fire Nov. 13. The building contained 25 carloads of hay and a quantity of oats. Loss about \$3,000. A hot box or an electric spark from the motor is supposed to have started the fire.

St. Louis, Mo.—The Fresh-Marshall Co. has been organized with \$50,000 capital, to be a general grain commission business. The firm is composed of Chas. M. Fresh, formerly of the C. M. Fresh Grain Co., and S. T. Marshall. Both partners are well known in the Merchants Exchange.

St. Louis, Mo.—The municipal bridge and terminal commission made a report last week which gives a full statement of the negotiations that have been made with the eastern railroads for a St. Louis B-L for through freight rates, for the abolition of the bridge structures and for an understanding with regard to terminal facilities. It has been agreed by the railroads to make St. Louis a basing point, to publish a through B-L giving the through rates, to put into effect reduced rates in the trunk line and terminal territory beyond a 100-mile radius, to reduce the rates within the proximate radius as soon as possible, and to place the bridge and ferry charges for steaming at the same figures as the railroads.—W. J. H.

Louisiana, Mo.—L. M. Sickles, alleged to have been conducting a branch of a notorious St. Louis bucket-shop, has been acquitted. Is the prosecuting attorney grossly incompetent?

Kansas City, Mo.—In the controversy regarding the enforcement of the maximum freight rate law the state railroad commission recently filed its answer to the complaint of the railroads, making a general denial.

Osceola, Mo.—The eltr. and warehouse of Luchsinger & Streiff were sold Nov. 13 by the sheriff. The property was purchased by Mr. Luchsinger and it is understood that he will repair the property and put the eltr. in operation.

MONTANA.

Livingston, Mont.—J. B. Kane, of Bozeman, contemplates building an eltr.

Billings, Mont.—The A. L. Babcock Hardware Co. will erect a number of steel eltr. tanks thru the Clarks Fork and Yellowstone Valleys to store wheat for the use of the mill which Mr. Babcock owns, and near which a larger terminal eltr. will be built. One of the eltrs., at Fromberg, of 25,000 bus. capacity, is under way.

NEBRASKA.

Havelock, Neb.—J. W. Trumbull has succeeded D. Holland.

Orchard, Neb.—The Atlas Eltr. Co. has installed a new gasoline engine.

Beaver Crossing, Neb.—The Nye-Schneider-Fowler Co. is rebuilding its eltr.

Webber, Neb.—Bossemeyer Bros. are building a 20,000-bu. eltr. and a large feed mill.

Richland, Neb.—The Wells & Hord Grain Co. has commenced the erection of an eltr.

Hartington, Neb.—W. H. Burney is building a 20,000-bu. eltr. in connection with his mill.

Coy, Neb.—Chas. Gross has purchased the eltr. formerly owned by Hull, Holst & Von Stade.

Hildreth, Neb.—The Farmers Grain & Stock Co. has installed a 14-h. p. Howe Gasoline Engine.

Dakota City, Neb.—The Fields & Slaughter Co. is new in the grain business at this point.

Bluehill, Neb.—The Bluehill Farmers Grain & Stock Ass'n has been incorporated with \$25,000 capital stock.

Wood River, Neb.—Sam McMurray, former agt. for the Omaha Eltr. Co., is doing a general scooping business.

The Wells-Abbott-Nieman Co. is repairing its eltrs. at Ord, Spalding, Primrose, Cedar Rapids and Monroe.

Pickrell, Neb.—J. J. Wardlaw will have charge of the eltr. which the Omaha Eltr. Co. recently purchased from G. W. Warner.

Linwood, Neb.—The Dawson Grain Co. has purchased the eltr. of the Trans-Mississippi Grain Co. and has taken possession. W. J. Blair will have charge for the new owners.

Omaha, Neb.—Merriam & Holmquist will install 3 large hopper scales, purchased from the Borden & Selleck Co. The Updike Grain Co. will also install Howe Hopper Scales purchased from the same firm.

Murdock, Neb.—The O. H. Eggleston Grain Co. incorporated, \$25,000 capital stock. Incorporators, O. H., Leroy and H. W. Eggleston.

Superior, Neb.—Fred Myers, who has been connected with Bossemeyer Bros., has gone into partnership with W. J. Elliott in the grain business.

Omaha, Neb.—The Grain Exchange recently elected the following 3 directors to succeed themselves: A. B. Jaquith, N. B. Updike and Nathan Merriam.

Fremont, Neb.—Robert McClean and the McCaull-Webster Eltr. Co. will each build eltrs. on the Sioux City & Western Ry. across the river from Fremont.

Loomis, Neb.—H. O. Barber & Sons are building a 13,000-bu. addition to their eltr. They have thoroly repaired their old eltr. and have concreted all excavations to keep out rats.

Auburn, Neb.—L. L. Coryell & Co. have sold their eltr. for \$5,500 to the Auburn Grain Co., a co-operative farmers company recently incorporated with \$5,000 capital stock, with M. T. Conner as mgr.

Plainview, Neb.—Work has been begun on the 20,000-bu. eltr. for the Blenkron Grain Co. The building will be 24x36 ft. and 30 ft. high. W. W. Trosper, of McLean, will have charge for the company when the house is completed.

Lincoln, Neb.—The Foster Grain Co. will build a 75,000-bu. eltr., to cost \$8,000. The building will be 40x47 ft. and will do a local grain business and clean grain in transit. Side tracks will be put in from the Burlington and Missouri Pacific Rys.

Beatrice, Neb.—Black Bros. have purchased for \$4,750 the old Local Grain Co.'s eltr. They will build an addition. The old eltr. formerly operated by them, which was condemned some time ago for being too near the Burlington tracks, will probably be torn down.

Omaha, Neb.—U. S. District Atty. Baxter states that he will not file an equity suit against the Nebraska Grain Dealers Ass'n, now that the Ass'n has been dissolved. The hearing of Tom Worrall's suit against the members of the Ass'n will come up in the federal court about Nov. 30.

The Grain Dealers Ass'n of Nebraska was dissolved on the 17th inst., and all effort along these lines has been abandoned. The federal grand jury began an investigation of charges against the organization on the 22nd inst., but there is no probability of anything being found which will justify an indictment. Agitation can be supported by rumors, but indictments by facts only.

NEBRASKA LETTER.

Farmers have applied for an eltr. site on the Northwestern, at Scribner.

The Hynes Grain Co. has been incorporated at Omaha, having a capital of \$50,000. W. J. Hynes is pres.-treas. and P. Hynes is sec. W. J. Hynes formerly conducted a grain business at Hastings, Neb. The company has eltrs. at Hansen, Doniphon, Fairfield, Norman and Byron, Neb., and expects to build others.

Omaha, Neb.—The Cooper-Von Dorn Grain Co. incorporated, \$50,000 capital stock, to buy, lease and control eltrs. in Nebraska, Iowa, Minnesota, South Dakota and Kansas and to do a general business in buying and selling grain. Incorporators, Clyde H. Cooper, John E. Von Dorn and Chester L. Cooper.

The Nebraska Eltr. Co. has sold its house at Mahaska, Kas., to Mr. Hungerford, a veteran grain man who has been for several years in retirement from the grain business.

The Trans Mississippi Grain Co. has sold its eltr. at Linwood, Neb., to the Dawson Grain Co. The house, which is on the Northwestern railroad, has a capacity of 10,000 bus., and brought a good price.

The Nebraska-Iowa Grain Co. has just awarded the contracts for the construction of two new eltrs. on the Sioux City-Ashland branch of the Great Northern, which is being built. The houses, which will have a capacity of 30,000 bus. each, will be built at Winslow and Uehrling.

Omaha, Neb., Nov. 23.—The liberal movement of grain from farmers' hands of the last two months was seriously curtailed this week. The break in prices, together with the inclination of the farmers to devote their time to corn husking were the factors in lessening deliveries. Leading dealers here figure that from 40 to 50 per cent of the wheat crop is still in farmers' hands. It is also thought that there will not be a revival of the activity at the present time, on account of the price, and on account of the coming corn movement, which will require all the cars which the railroads can furnish. All the railroads centering in Omaha testify to the car shortage.—C. R.

NEW ENGLAND.

Wiscasset, Me.—The Wiscasset Grain Co. has installed a 35-h. p. gas engine.

Hartford, Conn.—S. E. & W. G. Brown will build 2 large grain storage warehouses.

Lowell, Mass.—The D. W. Bugbee Co. incorporated, \$4,000 capital stock, to deal in grain, hay, etc. The officers are: Orange H. Stafford, pres., Chelmsford Center; Daniel W. Bugbee, treas., Lowell.

NEW YORK.

Vernon, N. Y.—J. J. Bartholomew & Son are building a grain eltr.

Deerfield, N. Y.—The grain eltr. for J. A. Auer has been completed.

Trumansburg, N. Y.—C. L. Clock has installed a 15-h. p. gas engine to operate his eltr. and mill.

Buffalo, N. Y.—The Automatic Transfer Co. incorporated, \$10,000 capital stock, to do a grain eltr. and storage business. Incorporators, Almon W. Lytle, M. E. Sullivan and Nelson M. Redfield.

Buffalo, N. Y.—The Seitz Malting & Grain Co. incorporated, \$50,000 capital stock, to deal in grain. The directors are: Chas. S. Seitz, Buffalo; Chas. F. Seitz, Easton, Pa., and Clarence E. Seitz, of Philadelphia.

New York, N. Y.—Railroad receipts of hay are still light; trade fairly active; prices firm and steady as quoted. We can only repeat our advice—to get your hay forward as quickly as possible.—Gilbert Plowman & Co.

Buffalo, N. Y.—The Chicago Board of Trade has brot suit against the Consolidated Stock Exchange to restrain the use of the continuous Chicago grain quotations. Atty. Henry S. Robbins represented the Board of Trade before Judge Hazel of the U. S. Circuit Court.

Buffalo, N. Y.—C. P. Washburn and others have been given judgment against the steamer Gordon Campbell to recover damages to a cargo of 80,000 bus. of oats shipped from Chicago to Buffalo. The boat was not in good condition at the time the cargo was loaded and the oats were wet. The suit was for \$5,000, and the court has referred the amount of actual damages.

Buffalo, N. Y.—Grain men are complaining bitterly of the car shortage. One of the receiving firms, Burns Bros., is writing the roads as follows: We beg to notify you that it is our intention to hold the railway which you represent for any loss which we may incur through your delay in furnishing empty cars for the shipment of grain, loading orders for which we have placed at the various Buffalo eltrs. having lake connections. We also wish to notify you that we shall look to your road for reimbursement of insurance and storage charges on grain, orders for the shipment of which we filed with the eltrs. above referred to on or before Oct. 7, as we believe we are entitled to the same consideration in this regard as the Eastern grain trade, who were notified by your Eastern representatives that they would not be charged with insurance and storage charges on grain ordered out from eltrs. above referred to on or before Oct. 7. We further propose to look to the road which you represent for reimbursement of charges for insurance and storage on grain ordered out from eltrs. referred to subsequent to Oct. 7 for the excess of such charges over 1 cent per bushel, this being the ruling made by your Eastern representatives in favor of the Eastern grain trade. Kindly govern yourselves accordingly.

BUFFALO LETTER.

R. W. Searle has been handling a large lot of Canada wheat here for Harris, Scotten Co., of Chicago, but has it about all in now. It goes right through for export.

It would be hard to say whether the millers or grain dealers are worse hit by the car shortage. Grain dealers hardly dare to make a sale and millers find it hard to get grain to their mills unless they are situated on the lake front.

Work on the Chamber of Commerce extension got a bad set back this fall by the discovery that the party wall to the north was weak and the job of putting in a new foundation to it was a very slow matter, so that it will be lucky if there is much new work showing before severe weather sets in.

The local and eastern millers have now bought about all the spring wheat they need for the winter and the demand will be light again. It was quite brisk for the past month or so. Some dealers are handling quite an amount of durum, which seems to be low enough to sell pretty well for export.

The price of state winter, most of it white and very full berry, is still considerably lower than western wheat of the same value, the peculiar condition of freight rates making the difference. The state millers are taking advantage of this and control the trade easily, thus enabling them to make their own prices in the East.

The Canada wheat from Lake Superior must come here and we are getting sometimes more than a million bus. of it a day. It is expected that there will be a

large amount of wheat in bond laid up in the harbor afloat for the winter. The plan of the big steamers is to make a late trip to Fort William and lay up here loaded.

An arrangement appears to be in sight by which all differences between the Chamber of Commerce and the Corn Exchange will be laid aside. The new building will be fashioned as far as possible to accommodate the grain dealers, most of whom also belong to the Corn Exchange. A leading member of the larger body states that the plan now is to retain the present 'Change room, but to fit it up to the liking of the Corn Exchange members and place them in charge of it.

The congestion of grain in the harbor has not been serious of late, although it sometimes comes up to 2,500,000 bus. afloat. The difficulty is mostly from shippers not knowing the state of things here. The New York Central Eltrs. have all the fall been overworked, and that road is unable to furnish cars enough to handle its grain, while most of the other eltrs. are idle. It often happens that the grain could go by some other road just as well, yet the consignments still pile up via New York Central.

It seems to be impossible to keep up a really good winter wheat market here. Dealers have for some years uniformly complained that the prices of almost all sorts have been so high that the eastern trade would not buy it. Of late there has been a sufficient decline of hard Kansas to bring it into this market as it has not been before, though while it was higher than No. 1 northern Duluth, there was not much use trying to sell it, for it is not strong enough to compete on a level price with other wheats that come here.

Wheat by lake in a deluge and much less of other grain by that route than formerly is the rule of late. The fact is that wheat comes from Lake Superior, while other grains come from Lake Michigan and can and do come all-rail. Never has there been a season when the all-rail route has eaten up so much of the corn and oats traffic here. The announcement made by the roads that they would take grain here only subject to delay and extra cost to shippers killed the lake grain trade so far as it could come in all-rail.—J. C.

NORTH DAKOTA.

Turtle Lake, N. D.—Mr. Regan is building an eltr.

Bismarck, N. D.—Koenig & Co. are building an eltr.

Hope, N. D.—McGee & Smith will build a 30,000-bu. eltr.

Adams, N. D.—The Knudson Eltr. Co. is building an eltr.

Rolette, N. D.—The Spalding Eltr. Co. is building an eltr.

Hebron, N. D.—The eltr. for Schwigert & Co. has been completed.

Portland, N. D.—The eltr. of the Car-gill Eltr. Co. is being repaired.

Ray, N. D.—The St. Anthony & Dakota Eltr. Co. is building an eltr.

Montpelier, N. D.—The eltr. for the Monarch Eltr. Co. has been completed.

Tagus, N. D.—The collapsed house of the Twin City Eltr. Co. is being rebuilt.

Kempton, N. D.—The farmers eltr. collapsed from filling up too high trying to make the annex hold above capacity. The house contained 13,000 bus., two-thirds of

which spilled across the track. Loss, \$200.

Kenmare, N. D.—The Cargill-Robb Eltr. Co. is building a large bin for grain.

Pingree, N. D.—The Occident Eltr. Co. has opened its eltr. at this point with Mr. Belts as agt.

Gunthorp, N. D.—Dell Manning has succeeded Mr. Kirkpatrick as mgr. of the eltr. of the Lyon Eltr. Co.

Ellendale, N. D.—The eltr. to be built for the McCaull-Webster Eltr. Co. will have capacity for 25,000 bus. of grain.

Parkhurst, N. D.—The Schmid & Anderson Grain Co., of Springfield, Minn., will build immediately a 30,000-bu. eltr.

York, N. D.—The Farmers Eltr. Co. has been incorporated. M. K. Nybo, Jas. McCarty, S. W. Domer and others are interested.

Ashley, N. D.—The Ashley Eltr. Co. incorporated, \$5,000 capital stock. Incorporators, C. E. Hammond, John J. Giedt and Mary J. Giedt.

Kenmare, N. D.—D. L. Lytle, of Tolley, has sold his eltrs. at Glenburn and Lansdorf. He has built 25,000-bu. houses at Tolley, Hurd and Eckman.

Sherbrooke, N. D.—The Pickert Farmers Eltr. Co. has been organized and will build an eltr. at Pickert Siding. S. H. Nelson is pres. and W. W. Archer secy.

Spiritwood, N. D.—The hearing in the bankrupt proceedings against the unfortunate Farmers Eltr. Co. has been continued by Judge Amidon to Dec. 2.

McCumber, N. D.—Thos. Brennan, a carpenter, was severely injured recently by the falling of a scaffold at the eltr. which is being built for the Imperial Eltr. Co.

Newburg, N. D.—Frank Finnegan, formerly grain buyer for the American Malting Co. at Stewartville, Minn., is now agt. here for the Heising Eltr. Co., of Minneapolis.

Balfour, N. D.—The Royal Eltr. Co. will build 2 additions, with a combined capacity of 35,000 bus., to its eltr. The addition on the west side of the eltr. will be 22x44 ft. and the other to the east will be 50x50 ft.

Donnybrook, N. D.—The 30,000-bu. eltr. for the Farmers Eltr. Co. has been completed. The house cost \$5,500. W. E. Freeman, cashier of the Bank of Donnybrook, is secy. and treas. of the company, and W. E. Lytle is buyer.

Bismarck, N. D.—The Benton Packet Co. has just completed its eltr. for loading grain into cars at the river landing. A 5-ton steel marine leg has been installed and a 6-h. p. gasoline engine will furnish power. Heretofore the grain has been brot in sacks and unloaded by manual labor.

Grafton, N. D.—The eltr. leased and operated by Fred Stunkle gave way under the pressure of wheat in two bins, carrying away one side of the building. Mr. Stunkle had noticed a stream of wheat pouring out and was approaching the house with a timber to prop it up, and just escaped being buried.

Sarles, N. D.—The eltr. of McEwen, Dougherty & West narrowly escaped being damaged recently by fire, when a bucket of gasoline was carelessly left near the spark of the gasoline engine as it was being started. It was found that there was too much gasoline in the cylinder and 2 gallons were removed and left near the engine, where the bucket burned

up, but it was removed before the eltr. caught fire.

Jamestown, N. D.—The eltr. for E. N. Campbell, of Ypsilanti, has been completed. It will be used for storing grain.

OHIO.

Fayette, O.—D. A. Baker, of Butler, contemplates building an eltr.

Steubenville, O.—Oliver G. Russell, formerly a grain dealer here, died recently at Davenport, Ia.

West Unity, O.—It is harder to get cars this season than I ever knew it to be.—H. C. Dachsteiner.

Kessler, O.—G. N. Falknor has purchased the interest of O. Klepinger in the firm of Falknor & Klepinger and will continue the business alone.

Marion, O.—J. M. Neer is missing, and his father-in-law, Mr. Bowles has had the court appoint I. A. Merchant as receiver. Mr. Merchant will continue to operate the eltr.

Mt. Victory, O.—The Mt. Victory Milling & Grain Co. incorporated, \$25,000 capital stock. Incorporators, G. B. Congill, B. B. Morris, G. T. Manger, H. E. Dickinson, J. A. Bond and John Fraber.

Gibsonburg, O.—Beaverson & Hauser have purchased a 44-h. p. Howe Gasoline Engine and outfit of scales from the Borden & Selleck Co. to install in the new eltr. and flour mills they are building.

Lockbourne, O.—The Myers Grain Co. incorporated, \$10,000 capital stock, to do a wholesale and retail grain business. Incorporators, J. G. Myers, Chas. M. Myers, Wm. M. Myers, Wilda Myers and Florence A. Myers.

Coshocton, O.—The Iroquois Realty Co. incorporated, \$50,000 capital stock. The officers are: J. Conley, pres.; R. Porteus, vice-pres.; Jos. Porteus, secy., treas. and general mgr. An eltr. will be built.

Lima, O.—A. E. Clutter, formerly of this place, who has been spending the summer and fall with his old friends and business associates, passed thru Chicago recently on his way to Los Angeles, Cal., where he now resides.

Columbus Grove, O.—The Columbus Grove Grain Co. has been organized by D. R. Risser, R. C. Deffenbaugh, John Ershick and G. H. Core. The new firm has purchased the eltr. and hay warehouse formerly owned by J. A. Hooper & Co.

Lancaster, O.—The local bucket-shop of the Odell Grain & Stock Co. was closed Nov. 18 on a writ of attachment sworn out by Clarence H. Rutter, the local agt. of the company. He claims that the company owes him \$300, of which \$270 was advanced by him to pay claims against the company.

Cincinnati, O.—Grain dealers of the Chamber of Commerce at an open meeting Nov. 17 appointed a committee consisting of Aug. Ferger, A. C. Gale and Geo. F. Dieterle, to attend a conference with a committee representing the grain receivers and the special committee of the chamber of Commerce, which recently reported in favor of establishing an official weighing dept. Altho Aug. Ferger read a statement opposing the plan, signed by 7 firms, the directors have announced that the new plan will be adopted in December. It is alleged by those against the change that the charge of \$1 in and 50c out is

excessive, as weighing fees are less in some other markets.

Cincinnati, O.—E. E. Williamson, commissioner of the Receivers and Shippers Ass'n, and H. Lee Early, who attended the recent conference with representatives of other markets at St. Louis, have informed the trade that Louisville is willing now to grant Cincinnati equal privileges in rates on grain shipments from points west of the Mississippi River to the southeast. As a part of the same adjustment the bridge arbitrary at New Albany has been abolished by the railroads.

Kirkwood, O.—The new corn is coming in rapidly, but we are handicapped for want of cars. We have borrowed all the rails for miles around and used up all the ground we own to put up pens, and shovel off the corn. The ears are so large that we are preparing stakes so as to rick them up like cord wood. As to the car shortage, we hear the same story from the coal mines, salt works, iron foundries, machine shops, rolling mills, and other grain men. None of them have any cars. If these industries have no cars, there must be some other industries who have an abundance. What part of the country, and who is being favored? Can any one find out?—T. B. Marshall & Co.

TOLEDO LETTER.

Scott, O.—Sparks from a passing locomotive set fire to and completely destroyed the big warehouse of the McMillen Grain Co. here last week.

As a bit of information on the rye situation, H. L. Goemann had the following to say: "There has been some decline in the price of rye due to December liquidation. The trade is holding from making purchases in anticipation of lower prices, while holders of seed in the country are holding in anticipation of a return to the better price, and even higher. The present indications point to higher quotations."

The car shortage at this point was never worse than it is at the present time. Last week one of the smaller roads entering Toledo was at least 500 cars short of meeting the needs of a single day. Southworth & Co. reported that they had not had a single car for nearly a month, that they had placed an order for a car on Oct. 24, and that Nov. 22 they received notification that they could have just one car. The other concerns report likewise, the situation being very acute.—H. D.

OKLAHOMA

Nardin, Okla.—W. O. McClellan has succeeded W. W. Miller & Son.

Alva, Okla.—The steel eltr. for the Alva Roller Mills has been nearly completed.

Renfrow, Okla.—The Renfrow Grain & Fuel Co. incorporated, \$10,000 capital stock. Incorporators, L. A. Brown, A. Arterburn, C. I. Renner, J. P. and D. Williamson.

Oklahoma City, Okla.—At a meeting of grain dealers Nov. 15 it was decided not to take action as a unit to force the supply of cars, but to resort as individuals to the new demurrage law. Shippers at many points are in desperate need of cars.

Mountain View, Okla.—The 15,000-bu. eltr. for the Chickasha Milling Co. has been nearly completed. It will be equipped with corn dump, a Marcellus Sheller, of 5,000-bu. capacity per day and a 22-h. p. Thompson-Lewis Gasoline Engine.

PENNSYLVANIA.

Sinking Spring, Pa.—Wm. F. Krick is building a large grain eltr.

Bangor, Pa.—Fire in the D. L. & W. Ry. Eltr. recently did \$1,000 worth of damage to the building.

Virginville, Pa.—J. P. Adams & Bro. have leased the grain, coal and lumber business of F. F. Dreibelbis and have taken possession.

PHILADELPHIA LETTER.

The expected grand banquet in commemoration of the 51st anniversary of the Commercial Exchange has been postponed indefinitely.

Since cob corn is plentiful, it is having its effect upon the local oats trade, which has become rather quiet of late, with export business forging ahead.

Six steamers loaded with 552,206 bus. of wheat, corn and oats left this port within a week for London, Glasgow and Hamburg, and 16 others are booked for the United Kingdom and Continent with a cargo capacity of 5,000,000 bus. of grain to be shipped from Philadelphia.

The cooler weather has given an impetus to the mill feed trade, and improved inquiry is the result. Supplies are moderate, but sufficient for immediate needs. Winter bran in bulk commands \$17 to \$17.50 per ton; spring bran in sacks as to size per ton, \$17.25 to \$17.75.

In oats the local receipts have fallen off considerably, but the export trade is booming. Since Jan. 1, 2,992,611 bus. have been shipped abroad from this port, against only 32,574 bus. during the same period last year. From No grade white up to No. 2 white clipped prices per bu. run from 32 to 37c.

While the wheat market is ruling firm in price with No. 2 red November options and spot car lots in export eltrs. bringing 83 to 83½c per bu., and under grades proportionately lower, milling demand continues good, offerings light, with export trade indifferent and seemingly waiting for more attractive prices.

The Kosmos line of steamships, the formidable rival of the North German Lloyd, the oldest, largest, richest and most successful companies on the Continent, controlling 40 full-sized vessels, is to establish a headquarters in Philadelphia with a regular service to Bremen. This shipping event is making the grain exporter happy.

The corn business is steadily on the increase, altho foreign bids in many instances are practically below a workable basis. Values are being well maintained. November No. 2 mixed contract corn rules from 51 to 51½ cents; December, 50½ to 51 cents; January, 49½ to 50 cents. Spot car lots new corn, according to quality and location in eltr., ranged from 49 to 51½ cents. Cob corn on track, 47 to 49½ cents per 70 pounds; cool, sweet, new yellow, as to quality and location, 52 to 54 cents.

All the talk on 'Change now is "who will be the new secretary" of the Commercial organization. Howard Austin could have landed the fish with hands down, his experience as commercial editor of "The Record" making him quite prominent, but the salary, \$2,150 per year, was not attractive enough bait. Larry J. Logan, John Barker, Andy Kerr, Milton Shive, Pusey Bye, Tom Clevenger and other trade men are looming up, with the first named apparently in the lead at pres-

ent. The directors of the Exchange will not be in a hurry to fill Secretary Saunders' place, and the membership will be given the preference among applicants.

Charles F. Saunders, the very able secy. of the Commercial Exchange, who startled the trade generally by his sudden letter of resignation, asking to be relieved by Dec. 1, has planned a trip to Southern California, to be gone a year, principally on account of his own and his wife's health. He was the statistical wheel-horse, together with Frank Neal, of the Exchange, who had much to do with saving the day for this city and its differential freight rates from the west, in the great contest by New York before the Interstate Commerce Commission—S. R. E.

PITTSBURG LETTER.

The season for rye seems to have fairly opened at last, several sales having been reported recently at prices which have been steadily advancing for over a week. Sales are made easily at 74½ to 75½c for No. 2 Michigan.

The monotonous condition of the mill feed situation remains unbroken. Receipts are amply sufficient for the very moderate demand, and buyers are still very conservative. Prices are unchanged. Neither bran or middlings attracts much attention.

For a week past there has been steady and noticeable improvement in the oat situation. Early in the month easier conditions had appeared, but a slackening of receipts has once more strengthened the market. Prices are higher, and demand is active. Dealers are satisfied with present conditions and are looking for continued steadiness.

Ear corn has shown a tendency toward weakness of late, owing to increased number of arrivals. Complaints are being made of condition, some cars containing soft ears and nubbins. Shippers are earnestly requested to sort stock before shipping. Off cars must always be disappointing to both shipper and receiver, and they are much better kept at home.

Straw continues to arrive very slowly, and the situation remains firm. Demand is for all grades, purchasers being out for whatever they can get. This condition in the straw market has ruled for some days, and the present offers excellent opportunity for profitable shipment. Consignments can hardly prove disappointing if sent forward now, while the market is so well cleaned up and buyers seeking stock.

Old shelled corn is now practically out of the market, an occasional car only coming forward. Nearly all arrivals are new corn, the stock being still soft, most of it grading "no grade." The range of prices for new yellow is from 48 to 52 cents, and receipts are abundant for the demand. Shippers are again warned to clean corn thoroughly to avoid damage, as most of the trouble arises from the forwarding of dirty corn. At best the buyer is cautious of shelled corn so early in the season.

The market is very firm for good timothy hay, there being a shortage of both Nos. 1 and 2 grades. Good clover, when mixed with bright timothy, sells well, but poorer grades get no attention. Best green clover is in request, but poorer grades are not wanted, buyers only purchasing at concessions. Hay of all kinds arriving in sufficient but not abundant quantities. Grading is mostly No. 2 and

lower. Buyers want only No. 1 or better grades of No. 2, so that No. 3 and lower grades are sadly neglected.—C. H.

SOUTH DAKOTA.

Chamberlain, S. D.—C. W. Stocks has succeeded Stocks & Stiles.

Winfred, S. D.—Jones & Metcalf, of Madison, are operating an eltr. here.

Beresford, S. D.—John J. Mullaney has succeeded the Northern Grain Co.

Madison, S. D.—The Madison Eltr. Co. has succeeded the Winfred Grain Co.

Vienna, S. D.—Stoddard & Ketcham have succeeded the S. Y. Hyde Eltr. Co.

Clark S. D.—The Atlas Eltr. Co. will build an eltr. during the coming season.

Centerville, S. D.—The Interstate Eltr. Co. has succeeded the Western Eltr. Co.

Salem, S. D.—The Dakota Grain & Coal Co. has succeeded the Western Eltr. Co.

Harrold, S. D.—The Lake Preston Milling Co., of Lake Preston, has completed its 5,000-bu. eltr. H. A. Oestreich is agt.

Garden City, S. D.—The eltr. of the Farmers Eltr. Co. is laid up for repairs, with 1,500 bus. of flax on the railroad track.

Eureka, S. D.—The eltr. of John Pietz collapsed recently with 12,000 bus. of wheat.

Canova, S. D.—John J. Mullaney has engaged in the grain business at this point. The Independent Eltr. Co. has succeeded the Interstate Eltr. Co.

Bonesteel, S. D.—The eltr. of the Wm. Krother Co. burned Nov. 18 with 20,000 bus. of grain and the entire stock of lumber. Loss, \$75,000; partly insured.

Corsica, S. D.—The Eltr. for the Carlson Eltr. Co., of Armour, has been about completed. The eltrs. for M. King, of Utica, and Geo. Chesley, of Armour, have been completed.

Wessington, S. D.—The Lake Preston Milling Co., of Lake Preston, has purchased the eltr. formerly owned by H. H. Farrington and have installed W. A. Warren as mgr. The house has a capacity of 8,000 bus.

SOUTHEAST.

Atlanta, Ga.—W. S. Duncan & Co. will build an eltr.

Birmingham, Ala.—The Wood & Crabbe Grain Co., incorporated, \$50,000 capital stock. Incorporators, Wade Wood, T. J. Pinckard and B. F. Crabbe.

TENNESSEE.

Union City, Tenn.—The 100,000-bu. eltr. for the Hardy Grain Co. has been completed.

Cookeville, Tenn.—The Cookeville Roller Mills will build an eltr. with capacity from 25,000 to 30,000 bus. Work will begin in Apr.

Memphis, Tenn.—The Grain & Hay Ass'n held a conference with the Memphis Freight Bureau Nov. 7 to consider grain rates from Ohio and Mississippi River crossings to the southeast.

NASHVILLE LETTER.

Oats are very strong independent of anything else, and it is thought the present firm prices will hold good throughout the season. The receipts at this time are very light, on account of the

fact that most of the cars are being used to move corn. The country round and about here is full of oats, but the dealers in the producing section will not sell for any specified delivery of short time.

The wheat acreage in this section will be much larger this year it appears from the increased sale of fertilizer tags. The increase has come in the fall mostly and it is deduced from this that the acreage devoted to wheat will be much larger.

The market was rather inactive during the past week or so, largely due to the fact that there is a serious scarcity of empty equipment, with which to move grain and hay. Corn would be materially cheaper if a free movement could be brought about, but on account of the lack of equipment, corn for immediate shipment from the producing section is bringing quite a premium over what it should be worth.

The scarcity of hay here now, which as mentioned at the last writing, borders close to a famine. This, at present blamed for all the grain dealers' woes in this vicinity, comes from the scarcity of cars. The railroad companies are refusing to let their equipment be loaded with hay on account of the revenue on a car of grain being three times that of a car of hay. Consequently the receipts have shut off almost entirely. For this reason the accumulated stocks of low grade hay are being consumed very readily and it is believed before the railroads will be in a position to handle hay largely, the Southeast will be badly in need of the same.

The question now being agitated here as to the consolidation of the Retail Merchants' Ass'n, the Chamber of Commerce and the Nashville Grain Dealers' Exchange, is being much discussed among the grain men and arguments presented pro and con the matter. That much more power will be obtained by all and a stronger working force is conceded, but the grain men insist that they must preserve their identity. They especially insist that the Arbitration Committee now in vogue with them must be continued, as this body is essential to the proper guidance of the Exchange, it settling all disputes that arise over sales, etc. The other two bodies seem to be willing to allow all these things and state that they will reserve a room in the new quarters to be provided especially for the workings of the exchange. With these matters all agreed upon the grain dealers are all heartily in favor of the project and a coalition will very likely be made.—R. N. C.

TEXAS.

Van Alstyne, Tex.—The Grayson Mill & Eltr. Co. incorporated, \$20,000 capital stock. Incorporators, J. A. McKinney, Jesse H. Marr, J. Hie McKinney, Otis C. Cartwright and R. S. Fulton.

Fort Worth, Tex.—An effort is to be made to build up the membership of the Board of Trade from 300 to 500.

Tacoma, Wash.—J. W. Arrasmith, of Colfax, has been reappointed chief grain inspector for the ensuing two years.

Howe, Tex.—The county attorney has informed us that in his opinion where a mill ships out chops, and at the time the chops are shipped out the sacks contain 100 lbs., the law has been complied with; but I think it would be a violation of the law to sack chops before the sale

is made and at the time the chops are offered for sale or shipped out, there are less than 100 lbs. in each sack. Before one could be convicted under this statute, he must knowingly violate its provisions. There is no way of telling what shrinkage will take place in chops that are sent from your place of business to the points of delivery, and therefore if you place 100 lbs. in each sack at the time you sell it, you would not violate the law. My opinion is, that it will require 100 lbs. to be in the sack at the time it is offered for sale, or at the time you start the sack enroute.—Howe Grain & Merc. Co.

TEXAS LETTER.

Stamford, Tex.—W. C. Lee, a prominent grain man and owner of the Pioneer Mill & Eltr. Co., died on Nov. 17.

The millers of the state are having a hard time to get grain to grind and in addition to these troubles the car shortage is causing many of them to shut down. The prices of flour and wheat are so close that there is not much profit for millers. There having been no wheat raised in Texas this year this season's run with most of the mills will show a loss instead of a profit. Grain men are receiving numerous orders for wheat from mills, but are unable to fill them as they cannot get cars to move the grain from the north.

The corn crop of Texas this year is being rapidly absorbed by the local market and it is short of the demand. All the grain people of the state are bending their energies to get corn from Oklahoma and Indian territories where they have a large surplus, but the shortage of cars interferes with this business. The writer recently made a trip through the corn belt of Indian and Oklahoma territories and vast quantities of corn are stacked in open bins along the railroad waiting for cars. Prices of corn in the Territories are well maintained, however, and corn is bringing an average of 30 to 33c F. O. B. country points.—J. S. W.

WASHINGTON.

Albion, Wash.—The mill and warehouses of the Guy Milling Co. burned Nov. 10 with between 10,000 and 15,000 bus. of grain. Loss, \$35,000; insurance, \$24,000. The eltr. of the Pacific Coast Eltr. Co. was saved only by the efforts of a bucket brigade composed of nearly all the inhabitants of the town.

Tacoma, Wash.—It is reported that more than 80 vessels have been chartered for grain cargoes out of Puget Sound this year. On Nov. 16 there were only 2 disengaged vessels on the coast, says the *San Francisco Commercial News*, one at the Sound and one at Portland.

Colfax, Wash.—Julius Lippitt testified before the state railroad commission Nov. 10 that he had been in the grain business in Colfax more than twenty years and the first grain dealer here, that he had shipped exclusively to Sound points and had always found that a better market than Portland. Practically all of his shipments for a period of many years went to the Sound because the market was better, the demand was greater and the prices higher. Since the cancellation of the joint rate between the O. R. & N. and the Great Northern he had quit the hay and feed business because Portland does not supply good enough market. He has had no correspondence regarding



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prices or markets lately for when the rate was cancelled he quit dealing in hay and feed. C. D. Francis of Spokane testified that since the cancellation of the joint rate, April 15, 1905, no shipments could be made from O. R. & N. points in Eastern Washington to Sound points because the local rate to Spokane was added to the local rate to the Sound from Spokane making the rate prohibitive. He testified that the Sound had always furnished a better market for these products than Portland and that the average difference in the freight rate amounting to \$2 per ton shuts the O. R. & N. points out of the Sound market, which is the best on the Pacific coast. He showed that oats and barley are worth \$2 per ton more at points on the Northern Pacific than on the O. R. & N. because they can be shipped to Sound points.

WASHINGTON LETTER.

Walla Walla.—One of the old landmarks of Walla Walla was recently destroyed by fire, the Yellowhawk flouring mill with its contents burning to the ground. Besides the mill property about \$4,000 worth of grain was burned.

Pullman.—A wheat convention is planned for the winter school to be held for the farmers in the Washington State college. Farmers, millers, shippers and all those interested in wheat are invited to attend this convention, several hundred persons being expected to take part in discussions regarding wheat. The convention will last at least three days, and addresses will be given by experts in wheat growing, milling, shipping. A study of the market conditions will consume a considerable time. The convention will be held the second week in January.—M. C. E.

WISCONSIN.

River Falls, Wis.—Robert Reynolds has succeeded O. T. Barg as mgr. of the eltr. for the Wisconsin Eltr. Co.

Manitowoc, Wis.—The Northern Grain Co. will install Howe Wagon Scales, purchased from the Borden & Selleck Co.

Greenleaf, Wis.—A. G. Zimmerman has purchased for \$3,000 the eltr. of David Patterson. Mr. Patterson will engage in other business.

Deerpark, Wis.—C. Burkhardt, of Burkhardt, has recently installed a Fuller & Johnson Gasoline Engine in his eltr., and has also made other improvements.

Milwaukee, Wis.—The Central Freight Ass'n has declined to comply with the request of the millers that on grain milled at Milwaukee the proportionate rate from Mississippi River points be applied.

Juda, Wis.—B. Roderick, of Decatur, and R. B. Gifford, of Monroe, have succeeded John Legler in the grain and lumber business. Mr. Legler will retire from active business for the present.

Milwaukee, Wis.—The Corcoran Bros. Co. incorporated, \$5,000 capital stock, to do a grain and feed business. Incorporators, Cornelius L. Corcoran, Thos. M. Corcoran and Josephine Corcoran.

Superior, Wis.—Instead of definitely attempting to settle the question of taxing grain in the terminal eltrs. the board of review on Nov. 17 took the wise step of getting the legality of their action into the courts for a decision, by making an assessment, of \$730,000 on grain in the

Great Northern Eltrs. The best legal opinion is that grain in transit is not taxable.

Viroqua, Wis.—The Edwards-Wood Co., of Minneapolis, has closed its bucket-shops at Viroqua and also at LaFarge.

Superior, Wis.—The Dakota Eltr. Co. has compromised its claim against the Northern Pacific Road for the loss of part of a car of flaxseed in transit, by accepting \$100 in settlement; and the suit has been dismissed.

Van Dyne, Wis.—John Donovan, local grain buyer for the Manitowoc Malting Co., and Wm. Rahr, of Manitowoc, have purchased for \$2,500 the local eltr. from the Reimg estate and will operate it in conjunction with the Manitowoc business of the company.

Superior, Wis.—The payroll of the Wisconsin Grain & Warehouse Commission for the month of October was \$2,100, about 30 inspectors being employed. Judge Parker on Nov. 20 decided in favor of the Commission in the forfeiture suit against the milling companies.

MILWAUKEE LETTER.

S. W. Tallmadge sold 5 memberships in the Milwaukee Chamber of Commerce during the past week for \$225 each, net to the buyer.

A Milwaukee eltr. man estimates the northwestern wheat crop at only 85,000,000 bus., of which 20,000,000 bus. are macaroni. His reports indicate that about 60 per cent has been marketed at primary points and that there are 20,000 bus. in country eltrs.

E. D. Harrington, of New York, who has been appointed mgr. of the Milwaukee office of Tracy & Co., arrived in the city last week and assumed charge of the office, succeeding Arthur N. McGeogh. Mr. McGeogh and H. C. James will shortly open an office of their own.

Preparations are in progress for entertaining the National League of Commission Merchants, whose annual convention will be held here January 10, with headquarters at the Plankinton House. Although this is a produce association, local grain dealers will assist in receiving the delegates and giving them a good time.

A good deal of interest is being taken here in the suit of the United States Government against the Pabst Brewing Co., alleging that the latter has been accepting rebates through a dummy corporation, organized as a private car line, contrary to the intent of the Elkins Law. The defendants warmly protest their innocence.

President Roosevelt's attitude in relation to legislation for the better control of common carriers was emphatically endorsed in a resolution passed by the directors of the Milwaukee Chamber of Commerce, who instructed the delegates from this Exchange to the National Board of Trade to use every effort to secure the passage of a similar resolution by that body.

The Milwaukee Southern Ry. Co. is still denied entrance to this city, thru what is generally believed to be corrupt influence in the Common Council, the ostensible reason given being that the franchise sought embraces too much for the city's good. Accordingly, committees representing the Chamber of Commerce, the Merchants' & Manufacturers' Ass'n, and the Real Estate Board will meet and select three attorneys to draw up another ordinance to which no exceptions

can fairly be taken. It remains to be seen whether this will have any effect upon the city fathers.

No credence is given here to the report from Washington that the railroads will offer to compromise on rate legislation, nor will any effort be made to meet them half-way. This was done three years ago and the railroads went squarely back on their word.

Owing to the fact that much freight destined for eastern points has accumulated here, lines entering this city from the west are reported to have issued orders to their agents not to accept any more stuff on through-billing via the lakes, until the blockade at Buffalo is lifted. This probably means until the close of navigation.

Senator John C. Spooner conferred with E. P. Bacon, while in this city recently. Presumably the foxy senator from Wisconsin, who resides in New Hampshire, reiterated his solemn assurances that the pending interstate commerce legislation will have his hearty support in Congress, although he has never been known to fulfill this promise.

It is reported on 'Change that an organized effort will be made by the grain men of Buffalo and a number of important shipping houses at this end of the lakes to compel the railroad companies which control the eltr. situation there to adopt more equitable tactics than they have lately been pursuing. The result of the present blockade, for which these roads are held responsible, has been highly disastrous to all here who are interested in the movement of grain to the East by the water-route.

Receipts of wheat here, which fell off to almost nothing for a time, are becoming a good deal heavier, due, it is said, to the fact that more cars are now available at country points. There continues to be a brisk demand for sound, dry, milling samples, and even smutty offerings go off with more snap than for some time past. The barley market is rather dull, owing to large offerings of medium and low-grade qualities, but prices keep up fairly well. Oats are easier, but sell well to the local trade. Corn and rye are both weak and the latter has receded in price several cents from the top figures recently reached.—C. T.

Senator Burton's favorite song, "They're after me; they're after me; to capture me I know is their desire."—*Chicago Evening Post*.

Shippers who think it an easy matter to get simple justice from the U. S. Senate in the matter of railroad rate regulation shud bear in mind that in that body are to be found the HON. Chauncey M. DePew, Hon. Reed Smoot of Utah, HON. R. J. Burton of Kan., and the very honorable Senator Mitchell of Oregon. The Senate may contain others of the same stripe, but they have not been found out.

St. Louis May wheat means two hard winter. They allow two hard winter to be delivered at three cents discount. This is the first season they have tried it. Last year they allowed some Oregon or Russian red to get in their contract wheat, but it has nearly all been disposed of. Hard wheat there is selling seven to eight cents under two red, so it is a cinch that the two hard and not the two red will be delivered there.—C. A. King & Co.

How Silas Bailey Met His Reverse.

BY IDLER.

The Receiver smiled broadly, as he laid down the letter he had been reading and extended his hand in welcome.

"Hello," he chirruped; "glad to see you; sit down! Now here," he went on, "is a case to warm the cockles of your heart. It shows that character and good sense will win out, even under the most trying conditions.

"Recollect my telling you about Jim Bailey, who had such a fondness for swapping jack-knives and other things when we were 'jest kids' together? Well, he went into the grain business, the same as I did, and made a tolerable success of it, until just before his death, when he got to speculating pretty heavily. The executor found that there wasn't enough left of the estate to much more than pay for a decent funeral, and it came pretty tough on the family.

"His boy Silas had been at Oberlin, third year, and he promptly pulled out of there, so as to make a start at earning his own living. Wrote to me asking my advice. Said he had thought of coming to the city and getting a job with a grain firm here, but that he had a chance to take hold of an elevator in a Minnesota town which was offered dirt cheap, with only a small payment down. It belonged to a distant relative of his, and he had spent a couple of vacations with him (Silas is none of your kid-glove boys), learning the country end of the grain business.

"The reason Silas' cousin wanted to sell was because he didn't get on very well either with the farmers or the three other buyers; in fact, between them all there was trouble most of the time, and none of the elevators was making any money to speak of. Things were getting worse and worse right along.

"Silas, however, had always acted as a sort of peace-maker when he was there, and Bert Dowling, who owns one of the houses at that station, told me that everybody liked him for his open, friendly ways.

"Well, to cut a long tale short, I advised him to go in and win, and he did; but he had a much tougher time than he expected, for the other buyers had become rather soured by their long fight with each other and they acted like the very devil for a while. Silas got kind of down in the mouth, and the last few lines I had from him he was as blue as a whetstone; but he seems to have stuck to it in good shape. This letter I've just been reading says that harmony has settled down upon the place, and with it a chance to do business on a sound basis, all of the buyers having entered into an agreement as to grades and margins.

"Silas has easily made a couple of thousand dollars by the deal, for, under the changed conditions, his property is worth fully twice the price he agreed to pay for it. I am mighty glad for Jim's sake and for his boy's, too."

I have been buying grain since the age of 15 years and find that to get the business a grain man has to be of a genial temper. Show the farmers that you stand ready to protect their interests. Give them their just dues and success is at your command.—Percy Reed, Agt. Omaha Elevator Co., Wood River, Neb.

An Arabian Granary.

An ingenious contrivance for storing grain is in use among the Arabs. A piece of high ground having been selected, a hole 10 to 18 feet deep and 6 to 10 feet wide is dug, with a narrowed opening. The interior is thoroughly dried by burning in it straw or brush, and is then lined with a layer of matting and straw about six inches deep. The carefully dried grain is packed closely into this cellar, the mouth of which is then covered with straw matting, and finally with clay. Earth is then shoveled over the top to hide the whereabouts of the store. Grain can be kept for long periods without deterioration in this unique sort of granary. The Kabyles generally use earthenware jars for storing grain.—Bulletin No. 80, U. S. Dept. of Agri.

Imports and Exports of Rice.

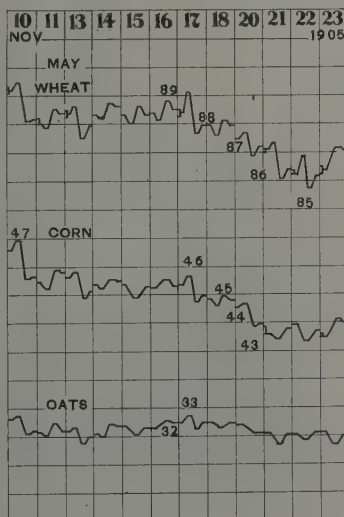
Imports of rice and rice products for the 9 months prior to Oct. 1 were 32,396,178 pounds of rice and 44,748,840 pounds of rice flour, rice meal and broken rice; compared with 50,987,198 pounds of rice and 59,470,857 pounds of rice flour, rice meal and broken rice, for the same months of 1904.

Exports of rice and rice products for the 9 months were 63,028,864 pounds of rice and 22,616,530 pounds of rice bran, meal and polish; compared with 2,970,045 pounds of rice and 15,876,658 pounds of rice bran, meal and polish during the same months of last year.

Exports of foreign rice and rice products during the 9 months were 6,739,899 pounds of rice and 10,200 pounds of rice flour, rice meal and broken rice; compared with 7,643,115 pounds of rice and no rice flour, rice meal or broken rice for the corresponding months of 1904, as reported by O. P. Austin, chief of bureau of statistics.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Nov. 24 are given in the chart herewith.



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GRAIN DEALERS COMPANY 255 La Salle Street CHICAGO, ILL.

Settling Price for Grain Delayed at Terminal.

The Arbitration Committee of the Grain Dealers Nat'l Ass'n has rendered an interesting decision bearing on the settling price of a car of corn which was delayed 28 days in switching from inspection track to elevator and deteriorated. Following is the decision:

United Grain Co.,
Buffalo, N. Y.
vs.
Kirkpatrick, Lackland & Co.,
Chenoo, Ill.

Claim originating as to responsibility on grain inspected within inspection distance at destination, then delayed as to movement, and during said delay, property depreciating in value on account of deterioration of quality.

March 1st, 1904. Defendant sold Plaintiff, "1 Car 3 Yellow Corn at 42c, Chenoo, Ills., rate 24c N. Y. Terms Buffalo, Shipment Loaded," on which sale Car 4506, Corn, was forwarded via C. & A. R. R. to Chicago, and L. S. & M. S. R. R. to Buffalo, N. Y.

Car 4506, Corn, arrived at Athol Springs, N. Y., on April 13th, 1904, and was inspected by Buffalo Inspector "Corn No Grade Yellow, musty, damp, cool. Car too full and will be re-inspected when unloaded."

Athol Springs apparently being a R. R. yard, about 6 or 7 miles west of Buffalo.

Plaintiff notified Defendant of this inspection same day, and also that "Car was ordered rush to their elevator, and think it will be in a day or two, and we will base our discount at that time."

Value of No Grade Corn, poor, hot, 35 to 47 best in Buffalo.

Value of No. 3 Yellow Corn, 57 best in Buffalo.

This report could have but one effect, as shippers were not notified that this inspection was at Athol Springs, but instead, lead shippers to believe that the car had arrived at Buffalo, and helped them to decide that tracing of shipment was not necessary.

Car was finally placed at elevator for unloading May 11, 1904, and graded "Damaged Corn—Hot."

Value of No Grade Corn poor, 20 to 45 best in Buffalo, N. Y.

Value of No. 3 Yellow Corn, 53% to 54 best in Buffalo, N. Y.

Value of contents discounted 34½c per bu. No notice of this discount given to shipper until returns were made.

Questions involved are many, and of a delicate nature, as both parties failed to protect their rights.

Notice of April 15th, 1904, of arrival of Car 4506 released Defendant of any further interest in the movement of the property, he having never been notified that inspection was at Athol Springs and not Buffalo, N. Y.

Plaintiff notified L. S. & M. S. R. R., April 15, 1904, to place Car elevator for unloading. Car placed for unloading May 11, 1904. Contents reinspected grading "Damaged Corn—Hot."

When did Defendant agree to deliver this Corn at any particular elevator? Was their contract not for Buffalo delivery? And should such delivery not have been hastened by Plaintiff?

We have no right to assume anything, yet had Buffalo delivery been made, that would have ended defendant's interest, and the inspection then would have had to govern the settlement as regard discount. Evidence is lacking as to how these conditions could have been complied with.

The facts are that it took 28 days to obtain the final inspection and during this period, this grain suffered in quality.

Defendant does not show where he made any effort to hasten movement of car, yet his contract called for Buffalo terms and settlement of the car, and delay in non-arrival at destination should have awakened his interests, and have car traced.

Adjustment under these conditions are unfavorable, but we find by market conditions on April 13, 1904, the difference in quality on Corn grading No Grade was 10c per bu., for the better, being the smallest market difference. The poorer being discounted same day 22c per bu.

These differences could not cover this car, as on that day it was at Athol Springs.

We presume that in the following 7 days it depreciated 5c more, believing that in such time the car could have been moved into Buffalo, N. Y., basing that time on the time it took to move from Chenoo, Ills., to Athol Springs, N. Y.

Claim of Plaintiff for transfer charge of	\$ 2.25
Claim of Plaintiff for error in freight of	5.06
is allowed, as defendant does not take any exceptions to said charge.	
Car 4506, contained 90248 adjusted at a difference of 15c per bu. on account of quality—difference	135.43
	\$140.49

We accordingly award the Plaintiff One Hundred Forty 49/100 Dollars, with the cost of Arbitration to be equally divided between Plaintiff and Defendant.

Signed WARREN T. McCRAE,
ADOLPH GERSTENBERG,
C. B. JENKINS.

Imports and Exports of Hay.

Hay imports for the 9 months prior to Oct. 1 were 26,644 tons; compared with 63,248 tons for the corresponding months of 1904, and showing a decrease of 217,356 tons from the imports of the same months 2 years ago.

Hay exports for the first 9 months of 1905 were 51,929 tons; compared with 49,787 tons for the same months 1904.

No foreign hay was exported during the 9 months; compared with 246 tons for the same months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

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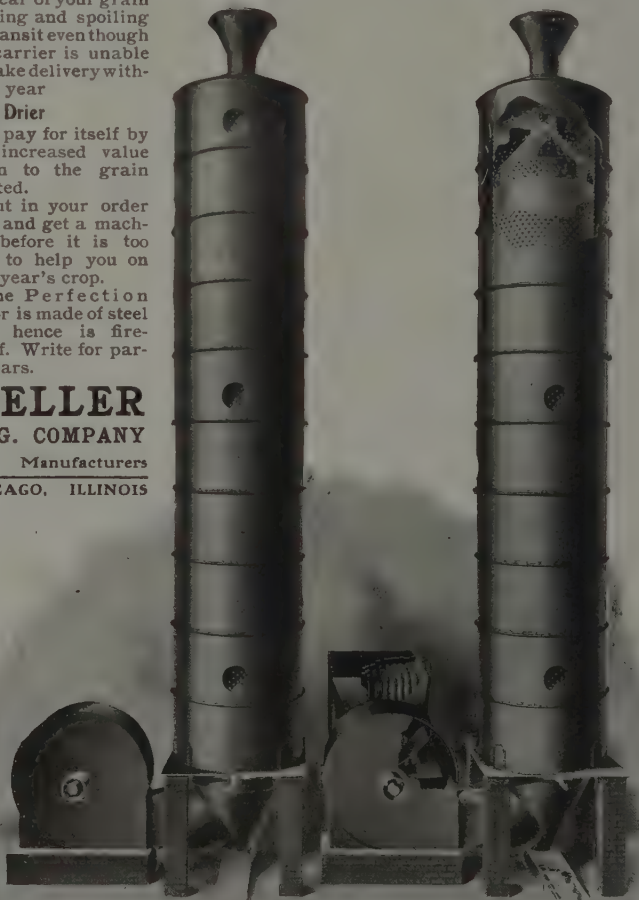
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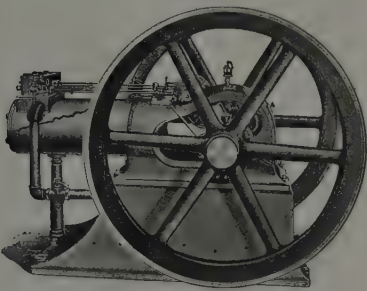


Calcium Chloride for Fire Buckets and Gasoline Engines.

More fires are extinguished in the incipient stage with the fire bucket than with any other fire fighting appliance; but the faith in water barrels is sadly misplaced when the water is allowed to freeze, since the supply of water relied upon is then useless.

Water which has been prevented from freezing or evaporating by dissolving into it chloride of calcium is always ready for use. For preventing evaporation or freezing calcium chloride is far superior to salt, since it does not rust the metallic buckets or hoops, and will remain liquid long after a salt solution has frozen.

Calcium chloride is equally useful in the cooling water of gasoline engines, preventing the freezing of the water tank or the bursting of the water jacket, when



Gasoline Engine with Cracked Water Jacket.

the operator has neglected to empty the water out of the jacket over night in frosty weather. The use of calcium chloride also obviates the necessity, where the tank is much exposed, of emptying it and the labor of again pumping it full before the engine is started.

Unlike salt, calcium chloride does not rust the tank nor the interior of the engine jacket. It has absolutely no corrosive effect on metal. Gasoline engine tanks in which calcium has been used for years show no corrosion in excess of the rust caused by plain water. Calcium chloride is an antiseptic, having no odor; it will not evaporate, neither will it form sediment of any kind.

The remarkable power which calcium chloride has of preventing water from freezing is shown in the table herewith,

Commercial Calcium Chloride to each gallon.	Degrees Salometer at 60 deg. F.	Freezing point Fahr
1 lb.	27	+27 F.
2 lb.	52	+18 F.
3 lb.	88	-1.50
4 lb.	104	-17 F.
4½ lb.	112	-27 F.
5 lb.	120	-39 F.
6½ lb.	124	-54 F.

The first column giving the number of pounds of calcium chloride added to each gallon of water, the second column the strength of the solution as indicated by the marks on the salometer furnished by the manufacturer of the calcium, and the third column showing the freezing temperature of the solution in degrees Fahrenheit, which is the thermometer in common use. The addition of one or two pounds has comparatively little effect, but 3 pounds to the gallon brings the freezing point one and one-half degrees below zero, and 3½ degrees be-

low the freezing point of plain water, which is 32 degrees above zero.

At the maximum density of five and one-half pounds of calcium per gallon, or 124 degrees salometer, the water will not freeze above 54 degrees below zero Fahr.; and when the solution does congeal it is honeycombed like snow and has not the bursting force of solid ice. The salometer is to be floated upright in the solution, and the depth to which it sinks, as marked on the stem of the instrument, indicates the strength of the solution. The colder the temperature to be withstood the greater the quantity to be dissolved.

In each 30-gallon fire barrel 135 pounds of calcium should be dissolved; in a 45-gallon barrel, 200 pounds is required. This will make the water safe down to 27 degrees below zero.

The calcium chloride is sold by the manufacturers in drums containing about 635 pounds. The drums are made of thin sheet iron and are filled by pouring in the hot, melted calcium, which cools into a stony substance. Before taking off the end of the drum it should be beaten all round with an ax to break up the mass, and the pieces should be thrown into the tank, where the water will dissolve the rock in the course of time. Warm water dissolves it quicker. Any of the calcium that may have been scattered on the floor should be swept up promptly, or it will create wet spots.

Manufacturers supply the calcium in different degrees of purity, the pure article being more efficient; but the cheaper commodity, which has been purified of salt or other corrosives, is good enough for use in fire barrels and gasoline engine tanks.

The engraving herewith represents a gasoline engine with a cracked water jacket. The grain dealer who does not wish to be so disagreeably surprised on a frosty morning should try calcium chloride.

Sweden's crops are reported by the government of that country as showing a condition of 3.6 for winter wheat, 3.2 for barley, 4.1 for winter rye and 3.2 for oats, 5 representing very good; 4, good, and 3, middling.

Durum Wheat.

Durum wheat is coming into more notice this season than ever before; last year many predicted that the market would not take care of the Durum wheat that was raised this year, but the contrary is true and Durum wheat is finding a better market than last season. In North Dakota the acreage of this wheat is rapidly increasing and as the output increases the difference of Durum and Scotch fife will be considerably lessened if not altogether wiped out.

At Hazelton, N. D., a comparison was made between a field of Durum and one of hard wheat. On a field of 44 acres a yield of 44 bushels of elevator weight is the record. The best yield of hard wheat so far reported there was 26 bushels and 10 pounds, which at 69c made a gross return of \$18.05 per acre, while the above yield of macaroni at 55c made a gross return of \$26.40 per acre. The land was carefully measured that there might be no mistake in the reported yield.

At Minot, N. D., a field of Durum was harvested that went 37 bu. to the acre.—Minneapolis Market Record.

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Grain Carriers

The Great Northern's branch from Somers, Mont., to Jocko is to be built in 1906.

A train of east bound grain cars was wrecked recently on the Great Northern at Foxboro, Wis.

The board of consulting engineers of the Isthmian Canal Commission on Nov. 18 declared in favor of a sea-level canal.

The largest full cargo of oats shipped from Baltimore was cleared Nov. 10 on the steamer Tolesby, and consisted of 337,192 bus., consigned to Hamburg.

Some grain has already been shipped from points on the extension of the Canadian Northern from Hartney to Virden, Man., which has nearly been completed.

Contracts have been let for the construction of 70 mi. of the extension of the Columbus & Lake Michigan, which is now being located between Lima and Columbus, O.

The car ferry Grand Haven, which has been operated between Milwaukee and Grand Haven was purchased recently at foreclosure sale by the Grand Trunk Railroad.

Pres. Mellen of the New York, New Haven & Hartford Railroad, visited Pres. Roosevelt Nov. 16 at the invitation of the latter to criticize the rate regulation portion of the president's message.

Hay will remain in fifth class. The official classification committee has replied to the committee of the National Hay Ass'n that it does not see its way clear to recommend any change in the existing classification.

About 30 mi. of the Pauls Valley R. R., 180 mi. in length, have been located, and contracts will be let before Jan. 1 for the construction of the first 10 mi. The road will extend between Ada, I. T., and Wichita Falls, Tex.

The Dominion Transportation Commission on Nov. 15 issued an order on complaint of Ontario farmers compelling the railways to restore the carload rate on beans to 15 and 20c per 100 lbs., placing beans on the same basis as grain.

Grain rates from St. Louis to the Gulf were adjusted Nov. 8 at a conference of grain shippers with railroad officials at the Merchants Exchange, placing St. Louis on a parity with Missouri River points on export grain, until Jan. 1.

Work will soon begin on 210 mi. of the San Francisco, Idaho & Montana Ry. from the Snake River valley southwest to Winnemucca, Nev., thru an irrigation territory in which \$15,000,000 is to be expended for water by the government and private corporations.

Most of the cargo space on ocean liners has been taken up to February. Vessel room that went begging early in the season at less than 1½c per bu. on grain from Boston to Liverpool is in demand now at 6c; and for February loading to Antwerp 8c has been paid. The rate on wheat, Chicago to Liverpool, which was 7c per bu. at one time this season, has been doubled, and is now 14.85c.

The Peoria Shippers Ass'n was organized recently at a meeting of 25 representatives of the largest shippers of Peoria, Ill., with the object of securing from the railroads better accommodations.

The rush of grain from the west is stimulating the elevators at Montreal to new records for speed. At the Coteau Landing Elevator recently the three barges, Dakota Huron and Beauport, were loaded with 100,700 bus. of grain between 2:15 and 6 o'clock p. m.

The cunning device by which the railroads have been evading the anti-rebate law by paying 12 per cent commission to a Milwaukee brewing company, thru a sub-corporation which operated a line of refrigerator cars, is being sharply probed by the federal government.

The Chicago Great Western Railroad is given an entrance into Omaha by the recent decision of the U. S. Supreme Court against the Union Pacific on an old federal statute granting other roads right to cross the Union Pacific bridge on payment of reasonable compensation.

New Orleans and Texas roads have agreed upon a differential of 10c per 100 lbs. on carload lots of rice in favor of New Orleans over Texas mills, to territory north of the Ohio River and east of Illinois, except the seaboard; and 5c per 100 to territory west of the Missouri River, effective Dec. 11.

The Dominion Transportation Commission on Nov. 16 ordered that until Jan. 1 the Grand Trunk at Midland, Collingwood, Meaford and Point Edward, shall allot one car to each order that has been on file for more than one day. When the old orders have been filled, the remaining cars shall be given to the new orders. This is to continue as long as cars are less than the demand. This action gives the exporters and Canadian millers equal chance at the cars.

The hauling of cars of hay arriving at a terminal market to public scales for weighing, and to hold tracks for inspection, is not a delivery to consignee; but, as in the case of grain, is a part of the service of transportation, for which no charge can be made by the carrier under the laws of Minnesota. The Minnesota Railroad and Warehouse Commission recently so decided on the complaint of the Loftus-Hubbard Elevator Co. against the C. M. & St. P. Ry. Co., in the matter of switching cars of hay from the state scales at St. Paul to the Great Western tracks, for which the carrier charged \$1.50.

Representatives of 5 of the great labor organizations engaged in railroading made a protest to Pres. Roosevelt Nov. 14 against the proposed railroad rate regulation, alleging the legislation would lessen the earning power of the roads and consequently reduce wages. In view of the fact that the proposed legislation will do away with cut rates and secret rebates the labor men are working contrary to their own interest in opposing the legislation; and Pres. Roosevelt replied that the proposed legislation would not mean a reduction necessarily in railroad rates and suggested that the members of the delegation were acting on a wrong understanding of the situation.

The Interstate Commerce Commission recently reiterated its decision of 1898 that the charge of \$2 per car for switching cars of live stock to the Union Stock Yards at Chicago was unreasonable and that \$1 is a fair remuneration. The U.

S. Supreme Court on appeal referred the case back to the Commission, since the court believed there might have been changes in rates since the Commission made its decision. The question was again brot up in 1903, 9 years after the case originated, and now the papers have been handed to the department of justice to bring action against the roads if they do not cease the collection of the unreasonable charge within 30 days from Nov. 10.

Senator P. C. Knox of Pennsylvania, who enjoys the confidence of Pres. Roosevelt, in a recent speech on rate regulation before the Pittsburg Chamber of Commerce, said "The law should provide the tolls collected by common carriers and the practices pursued by them should be just, fair and reasonable. The power to determine these tolls and practices should rest with the railroads and not be interfered with except upon complaint and after full hearing before the Interstate Commerce Commission. The commission would have the power, if it finds the complaint well founded, to declare what shall be a just, fairly remunerative and reasonable rate of practice to be charged or followed in place of the one declared to be unreasonable. This order of the commission should take effect within a reasonable time as shall be prescribed by the commission in the order, and would be final, subject only to attack for unlawfulness in the Federal courts, where it would have to stand or fall upon its merits.

Imports and Exports of Beans and Peas.

Imports of beans and peas during the 9 months prior to Oct. 1 were 301,030 bus.; compared with 510,244 for the same months of last year.

Exports of beans and peas for the 9 months were 263,072 bus.; compared with 159,084 bus. for the corresponding months of last year.

Exports of foreign beans and peas during the 9 months amounted to 33,984 bus.; compared with 42,329 bus. during the corresponding months of 1904, as reported by O. P. Austin, chief of bureau of statistics.

Philippine Imports and Exports.

Philippine imports of breadstuffs during the 12 months prior to July 1 were 122,027 bus. of grain and 168,319 barrels of wheat flour, compared with 105,176 bus. of grain and 205,987 barrels of wheat flour for the corresponding months of 1903-4.

Hay imports for the 12 months were 4,339 tons; compared with 3,192 tons for the corresponding months of the preceding season.

Rice imports during the 12 months were 563,282,346 pounds; compared with 727,139,614 pounds for the corresponding months of 1903-4.

Imports of beans and peas for the 12 months were 47,282 bus.; compared with 54,308 bus. for the corresponding months of 1903-4.

Exports of hemp during the 12 months were 128,564 tons; compared with 129,742 tons for the same months of 1903-4, as reported by the War Department.

The International Live Stock Show will be held at Chicago Dec. 13-23.

Objectionable Clauses in New Elevator Permits.

Several railroad companies in the Northwest, ignoring the fact that the elevator man is supplying them with a bulk freight depot, at his own expense for construction and operation, have printed new forms to be used in granting sites for grain elevators and warehouses on railroad right of way which contain more burdensome requirements than it would seem possible for even a railroad man to think of.

The Great Northern seems to be the worst offender this side of the international boundary line, and the agreements it is now issuing for new sites along recent extensions are of themselves causing elevator men to hesitate.

To start with, the railroad company has absolutely no authority whatever to grant any portion of its right of way either temporarily or permanently except that it be used to facilitate the handling of passengers and freight. This is the purpose for which the land was obtained. If used for any other purpose the original owner without doubt could sue for and obtain its return.

The new agreements being issued by the Great Northern contain eighteen different clauses. Clause 2 gives the railroad the right to terminate a license upon 6 months written notice. In case the premises are not vacated within that time the railroad secures unto itself the right to confiscate all buildings erected by the elevator man.

The elevator man is required to equip the house with all the necessary machinery, appliances and appurtenances, maintain and operate same for public use without discrimination and in a manner to furnish at all times the requisite facilities for receiving, elevating, cleaning and shipping grain to the reasonable satisfaction of the railroad company. The elevator owner must also agree to enlarge it and add to its appliances whenever the railroad company may desire it. He must provide and maintain in his house fire extinguishing apparatus of a character to be specified by the chief engineer of the railroad, the same to be used in extinguishing any fires that may originate or exist in any building located on the railroad's right of way.

The elevator owner is also required to paint the house the standard color of the railroad company, as approved by the chief engineer.

Some of the requirements are in the interest of the elevator man as well as the owners of adjacent property. For instance he is required to keep his property and surrounding premises as far as possible free of debris and combustible material. He is required to house his gasoline engine in a structure of brick or stone not less than 20 feet from the elevator and forbid to have more than a pint of gasoline in the engine house at any one time. The gasoline engine supply tank is required to be underground and not nearer than 60 feet to any building on right of way nor nearer than 100 feet to any track of the company.

The elevator man is required to agree that no railroad or transportation company other than the party of the first part and no person or persons engaged in transportation shall have the right or be allowed to use any track or tracks upon or extending to said premises and that the company issuing the permit shall

have the exclusive right of transporting all grain to and from the elevator. In order to make sure that it is getting all the grain the railroad company insists that it shall at all times have free access to the elevator for the purpose of inspecting its facilities, books, papers and vouchers and to send competent persons to inspect or test the scales, at the expense of the elevator man.

In other words, the railroad company requires the elevator man to provide the house and work for the railroad company without compensation but according to its absolute dictation. Some of the requirements are burdensome enough to drive all the elevator men off the right of way and induce them to build on land of their own.

The Great Northern has the impudence to demand that the elevator man shall indemnify and save harmless the railroad company from any and all loss, damage, claims or demands on account of the loss or destruction of or damage to cars or other property of the railroad company standing near said elevator or of the grain or other property in said cars. It does not matter whether this fire is caused by sparks from passing locomotives or originates in or upon the elevator. The railroad company expects the elevator man to stand the whole bill and even insists that he shall be liable tho the fire be due to the negligence of the railroad company or its agents.

The more one reads the onerous requirements of the permit the more one wonders if any elevator man will sign. If the Great Northern keeps on in its petty exactions it will soon be insisting that parties to whom it grants sites for elevators shall be denied the privilege of smiling even at their mothers-in-law.

In view of the fact that many of the line elevators at stations in the Northwest where the receipts are light are closed season after season, it would seem that they would not sign this unreasonable agreement which, among the oppressive requirements specified in the foregoing, provides that should the elevator man fail or refuse for a period of six months to operate said elevator and to use and occupy the premises for the purpose mentioned then the license shall be terminated at once and the property confiscated by the railroad company.

The line companies of the Northwest are much agitated over the new form of agreement and rightly so. Surely they would be much better off with elevators built on their own land, then would they escape much of the state regulation, which is mild compared with the autocratic regulation proposed by the Great Northern Ry.

Exports.

Buckwheat exports for the 9 months prior to Oct. 1 were 145,334 bus.; compared with 2,901 bus. for the same months of 1904.

Broom corn exports for the 9 months were valued at \$150,107; compared with \$137,164 for the corresponding months last year.

Malt exports for the 9 months were 413,082 bus.; compared with 386,746 bus. for the same months of last year.

Glucose exports for the 9 months were 139,710,894 pounds; compared with 113,448,215 pounds for the corresponding months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

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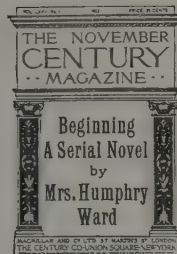
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Supreme Court Decisions

The measure of damages for refusal to accept personal property under a contract of purchase is the contract price, less the market price in the same market where the property is sold, on the refusal to accept.—*Levis v. Royal Packing & Drying Co. Court of Appeal, Second District of California.* 81 Pac. 1086.

Where a buyer, to whom goods are consigned, wrongfully refuses to receive them on their arrival within a reasonable time, the seller is authorized to rescind the sale, and the carrier is not guilty of conversion in complying with the seller's orders to ship the goods back to him.—*Stafsky v. Southern Ry. Co. Supreme Court of Alabama.* 239 South. 132.

Held, that a by-product in the manufacture of oatmeal, which consists merely of the broken hulls of the oats, and is known as "oatmeal feed," is dutiable as "oat hulls," under paragraph 231, Schedule G, Sec. 1, c. 11, Tariff Act July 24, 1897, 30 Stat. 169 [U. S. Comp. St. 1901, p. 1649].—*United States v. McGettrick. Circuit Court, D. Vermont.* 139 Fed. 304.

In an action against a carrier for failure to furnish cars for the transportation of cattle, evidence that cars were ordered at a station from the agent there, who stated that the cars could be had through the agent at another place, was admissible, as showing that the carrier had contracted to furnish cars.—*Gulf, C. & S. F. Ry. Co. v. House & Watkins. Court of Civil Appeals of Texas.* 88 S. W. 1110.

Where freight was shipped under a bill of lading with a draft attached drawn by the shipper, and the bill of lading was "to the order of" the shipper, "notify" a third party, the carrier has no right to deliver the freight to such party without his surrender of the bill of lading, but could only deliver the same on the production of such bill properly indorsed.—*General Electric Co. v. Southern Ry. Co. Supreme Court of North Carolina.* 51 S. E. 695.

In an action against a telegraph company for failure to deliver a message it was not competent for the company's agent, whose duty it was to receive the message from the sender and deliver it to the operator for transmission, to testify that he did all in his power to get the message off, and that everything was done by the operator and other agents in the office to get it off.—*Western Union Tel. Co. v. Merrill. Supreme Court of Alabama.* 39 South. 121.

In a suit by a warehouseman to compel adverse claimants of goods deposited with him to interplead, where no other relief than an order for interpleader was given by the judgment, and the value of the property was not involved, and plaintiff himself made no claim to the property, it was error for the court to award plaintiff an allowance of 5 per cent. upon the value of the property.—*Beebe v. Mead, Supreme Court of New York, Appellate Division.* 92 N. Y. Supp. 51.

Contracts for the purchase and sale, through brokers, of stocks on margin, pursuant to the rules of a stock exchange, are not illegal when there is a bona fide employment of the broker to make an

actual purchase of the stocks to be held for delivery on payment of the purchase price. The sufficiency of a notice that the securities would be closed out unless additional margins were deposited depends on the rules and customs of the exchange, in the absence of special agreement to the contrary.—*Ling v. Malcom. Supreme Court of Errors of Connecticut.* 59 Atl. 698.

The Kellogg patent, No. 558,393, claim 2, for an improved cooked alimentary product from grain, such as wheat, in the form of "large, attenuated, baked, crisp, and slightly brown flakes of practically uniform thickness, the same being readily soluble, and containing dextrin," is void for lack of patentable invention, it appearing that such product does not differ in its properties or food value from other forms of cooked wheat previously known, except perhaps slightly in degree.—*Sanitas Nut Food Co. v. Voight. Circuit Court of Appeals, Sixth Circuit.* 139 Fed. 551.

Where the purchaser of property paid the consideration, but took the title in the name of a mortgagee, and applied for insurance thereon in the mortgagee's name, with the loss, if any, payable to himself as his interest might appear, the condition of the title being made known at the time the insurance was taken out, a condition of the policy, stipulating that it should be void if the interest of the assured should be other than unconditional and sole ownership was waived.—*Loring v. Dutchess Ins. Co. of Poughkeepsie, N. Y. Court of Appeal, Second District of California.* 81 Pac. 1025.

Where a seller consigned the goods in his own name, having the bill of lading made out to himself, and assigned the bill, accompanied by a draft on the buyer to a bank to which the draft was made payable, and which paid the seller for the goods, the bank became the absolute owner of the goods and of the debt due from the buyer, and on constructively delivering the goods to the buyer by an assignment of the bill of lading and the acceptance and payment of the draft by the buyer became liable to him to the same extent as the seller would have been, but for the assignment, for any shortage in the goods.—*J. C. Haas & Co. v. Citizens Bank of Dyersburg. Supreme Court of Alabama.* 39 South. 129.

The words, "loss or damage," in the provision in the contract of defendant railway company to carry goods to Boston by its own and specified connecting lines, and of a steamship company to carry the goods from Boston to Liverpool: "No carrier shall be liable for loss or damage not occurring on its road or its portion of the through route, nor after said property is ready for delivery to the next carrier. * * * The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at place and time of shipment"—and according to which claims for loss or damage must be made within a certain time after delivery or time thereafter, are limited to loss of or injury to the property, and do not include damages for loss of a market because of delay in transportation.—*Johnson v. Missouri, Kansas & T. Ry. Co. of Tex. Supreme Court of New York, Appellate Division.* 95 N. Y. Supp. 182.

The corn crop this year has ripened naturally.

Payment of Draft Gives Title— Possession of Car by Consignee Terminates Liability.

Fire broke out shortly after midnight July 18, 1899, in the warehouse of Lorenzo Vaughn, adjacent to a spur track of the New York, New Haven & Hartford Railroad, at Davisville, R. I., and consumed the warehouse and three cars on track containing corn, oats and bran consigned to Vaughn.

Alleging negligence in permitting the cars to be burned Vaughn brought suit against the railroad company for the value of the contents of the 3 cars.

The car of corn had been shipped by Mark Shultis of Boston, who paid the freight to Davisville, and made draft with B-L attached on Vaughn thru a bank at East Greenwich. Vaughn had not yet paid the draft nor obtained the B-L before the car was destroyed by fire. Vaughn afterward paid the draft and took the B-L, and assumed that he had the right to bring suit against the railroad company as the owner of the grain.

Judge Parkhurst of the Supreme Court of Rhode Island, in a decision given May 25, 1905, said "Vaughn could only obtain title by paying the draft and obtaining the B-L, which he had not done prior to the destruction. The sale was conditional upon the payment of the draft, and the title still remained in Shultis at the time of the fire, and the car load of corn had not been delivered to the plaintiff at that time. It was still locked and sealed with the lock and seal of the defendant. Where merchandise is billed in this manner, in the absence of the most convincing testimony to the contrary, it is 'almost conclusive' that the intention of the parties is that title does not pass until payment of the draft and delivery of the B-L. Wait v. Baker, 2 Exch. Rep. 1; Turner v. Trustees Liverpool Docks, 6 Exch. Rep. 543; Barber v. Meyerstein, L. R. 4 H. of L. 317; Shepherd v. Harrison, L. R. 5 H. of L. 116; Stollenwerck v. Thacher, 115 Mass. 224; McArthur Co. v. National Bank, 122 Mich. 223, 81 N. W. 92; Gabaron v. Kreeft, L. R. 10 Exch. 274; Ward v. Taylor, 56 Ill. 494; Benj. Sales, 352, Sec. 458. Therefore, inasmuch as the plaintiff did not own the corn, he cannot recover for it."

Presumably the bank or Shultis had the right to sue the railroad for the value of the corn.

As to the car of oats and the car of bran, Vaughn was the undisputed owner thereof. He had accepted the property, removed and sold part of the contents of the cars, and placed his own locks on the 2 cars. Judge Parkhurst said "The liability of the defendant as a carrier as to these cars was then at an end. Richardson et al. v. Goddard et al., 23 How. (U. S.) 28, 16 L. Ed. 412; McCarty v. N. Y. & Erie R. Co., 30 Pa. 247; Mohr & Smith v. C. & N. W. R., 40 Iowa, 579; Jackson v. Sacramento R. Co., 23 Cal. 268; Cin. & Chicago R. Co. v. McCool, 26 Ind. 140; C. & Alton R. Co. v. Scott, 42 Ill. 132; Whitney Mfg. Co. v. Richmond & D. R. Co. (S. C.) 17 S. E. 147." "The provisions of the B-L of the oats and bran expressly exempt the defendant from liability for loss by fire in the following language, viz.: 'No carrier or party in possession of all or any of the property herein described shall be liable

for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire," etc. It would appear, therefore, that in any event, so far as these two car loads are concerned, the defendant would not be liable, except in the case of gross, willful, or criminal negligence, for the loss either as a common carrier or as a warehouseman."

"Under the testimony we do not find that the defendant was even a warehouseman. The property had been delivered on the spur track to the plaintiff. He had accepted it, sold and removed some of it, and had assumed full dominion over it; and the mere fact that it still remained in the defendant's cars was a mere matter of convenience for the plaintiff, but did not impose any liability on the defendant. *Gregg v. Ill. Cen. R. Co.*, 147 Ill. 550; *S. & N. Ala. R. Co. v. Wood*, 66 Ala. 167; *Whitney Mfg. Co. v. Richmond & D. R. Co.* (S. C.) 17 S. E. 147."

The Supreme Court denied Vaughn's petition for a new trial and dismissed the suit.—61 *Atl.* 695.

Revolution in Russia is not so bullish an argument as war, since revolutions are of brief duration compared with foreign wars, and will not long stop exports of wheat.

Shrinkage of corn in crib amounts to 15 per cent, according to information collected by the Missouri Agri. College. Leaving out the expense of handling and loss by waste 30 cents a bu. for the crop now is better than 35 cents next spring.

A scarcity of laborers is reported in some sections, but if a few thousand of those who have been inventing gasoline engines during the past few years should return to the ranks the situation will once more become normal.—*Farm Implement News*.

May wheat, 1904, following the three largest successive crops ever grown, sold to \$1.09. At the end reserves of old wheat were almost nil. May wheat, 1905, sold to \$1.21½. May wheat, 1906, is now selling only a little over 90c per bu. The advance from the low point has been less than 10c per bu. and I believe at least as much more is warranted, even if Argentina grows another bumper crop, and I would strongly advise buying May wheat. I believe the advance from this on will be more rapid and greater than it has been to date.—Edw. G. Heeman.

Australia's governor general has issued the following proclamation: After the first day of September, 1905, the importation of corn sacks into Australia shall be subject to the following conditions and restrictions, namely: That in the case of standard corn sacks—that is, corn sacks which comply with the standard hereinafter set out—the bales containing those corn sacks shall be plainly branded or marked with the trade name, measurement, weight, porter, and shot of the corn sacks therein contained; and that in the case of corn sacks other than standard corn sacks each corn sack shall be plainly branded or marked with its trade name, if any, its measurement, weight, porter, and shot. And I hereby declare that the standard for standard corn sacks shall be as follows: Size, 44 inches by 26½ inches; weight when baled, 23½ pounds; substance, 8 porter, 9 shot. And I declare that the importation of corn sacks into Australia contrary to the conditions and restrictions contained in this proclamation shall be prohibited.

B U R OWN BROKER

Negotiate the sale of your elevator yourself, keep the commission and know that the sales agent is not handsomely rewarded by buyer for inducing you to reduce your price.

We list your property and place probable buyers in communication with you free of charge, but if sale is made through your having listed it with us we expect you to report date of sale and send us \$2 for our trouble. No sale, no fee.

If our proposition meets with your approval fill in the blank spaces of form given below and forward by early mail to

ELEVATOR SALES AGENCY
Room 505, 261 La Salle St., Chicago, Ill.

Price.
Terms.
Location.
R. R.
Owner of Land.
Capacity.
Cribbed or Studded.
Small Grain Storage.
Ear Corn Storage.
Stands of Elevators.
Size of Buckets.
Number of Dumps.
Make and Capacity of Sheller.
Make and Capacity of Cleaner.
Other machinery.
Iron Clad.
When Painted.
Number and make of Scales.
Their Capacity.
Kind, Make & Power of Engine.
H. P. of Boiler.
Location of Engine House.
Remarks.
Name.

1905 Durum Finds a Strong Market.

BY W. H. OLIN, FT. COLLINS, COL.

Climatic changes have not been studied long enough to determine whether durum can be successfully grown in all parts of Colorado season after season. The present season reports from thirty of the fifty-nine counties of the state show very satisfactory harvest report. This being in a measure a drouth resisting wheat will mature a crop where moisture content of soil is not sufficient to mature soft wheats.

Of course this wheat must have some moisture, but what the minimum amount is, in our climate, is yet to be determined. We have instances this season where wheat has been made with a crop season rainfall below the normal, although most sections of the state, this year, show more than the average crop season rainfall.

The Agronomy Department of the Colorado Experiment Station proposes to continue its experiments to see just how far out on our semi-arid lands this wheat can be sown with reasonable assurance of a harvest, season after season.

Because some few have doubted about a market for this wheat, since Colorado millers at present decline to use it, I desire to give the public the benefit of these market facts which I have gathered by correspondence with the grain centers of the Union.

We have sent samples of Colorado grown Kubanka durum to the markets of Omaha, Kansas City, St. Louis, Cincinnati, Chicago and Minneapolis to find it rank as best grade and a durum market *topper* at the latter named market. From U. S. Cerealist Carleton of Washington, D. C., under date of Oct. 20 I have the following: "It will undoubtedly be interesting to you to know that inside of three weeks 3,000,000 bushels of durum wheat have been shipped to Marseilles, selling at a good price and all grading No. 1. 6,000,000 bushels of this year's crop has already been exported to France, Italy, Spain and Algeria."

Kubanka 5639, Prof. Shepard of S. Dakota Experiment Station has found, possesses very fine milling qualities, having made careful milling and chemical tests of more than thirty samples of durum wheats. His bulletin is a positive answer to the criticisms which have been advanced by many millers who fail to distinguish any difference in durum wheats.

From Fould's Milling Co. of Cincinnati, "The sample of durum wheat is certainly very fine, and looks as if it ought to make a superior grade of macaroni. We have purchased a great deal of this wheat already this season. We got two cars from Western Kansas and have also purchased considerable from North and South Dakota, but none of the Dakota wheat has reached us yet. We have milled durum wheat for four or five years. We did not put in any additional or different machinery than we were using for ordinary flour. We grind the flour only into semolina, which we use in our own manufacture of macaroni. We are convinced that macaroni manufactured from the semolina made from this durum wheat is far superior to any ever made in this country before and we believe there will be quite a field for it in that line." This firm makes from 8,000 to 9,000 pounds of macaroni per day.

The Farmer's Mill & Grain Co. of Milnor, N. D., is furnishing a strong local market this season by running full capacity, milling durum wheat. They say: "The same machinery which is being used for grinding the fife or blue stem wheat can be used in the grinding of durum wheat. It is not a matter of machinery but of treatment. With a little experimentation on the part of any up-to-date miller he can soon learn to grind durum wheat and make a first class quality of flour."

From Marfield-Griffiths Co., Minneapolis: "We are handling large quantities of this wheat in this market and prices have been strong both here and in Duluth."

A. E. Sutton, Tacoma, Wash.: "We have some inquiry for this class of wheat (durum) from France and have been asked to send samples indicating price."

E. L. Welch & Co., of Minneapolis, write: "We wired you today that we could make you a bid of 73½c delivered Duluth, Minn., for from 5,000 bu. up to 30,000 bu. Quick answer."

Rosenbaum Bros., Chicago, write: "We have your samples of wheat before us, which certainly are as fine a quality as the writer has ever seen of this class of wheat. Quite a large business in durum wheat has been done so far this season. It seems to be going to France, Italy, Germany, Spain and part to Algeria."

E. L. Brown & Co., of Minneapolis, write: "This is the very highest grade of durum wheat. At the present time there is a good demand for the ordinary durum for export. The best market for this would be Duluth, notwithstanding that it could be handled just as well here to be forwarded on in case our local market was not as high as Duluth. We have been very anxious to see some of this pure Kubanka durum and we think the millers in this market would also be glad to see some of this wheat. We would by all means like to have a five-pound sample of flour made from this Kubanka durum. There seems to be an enormous demand for durum wheat this year and heavy sales are still being made at Mediterranean points."

Gale Bros., Cincinnati, O., say: "We wired you today asking you to have a large sample of the durum that you write about in the Grain Dealers Journal, expressed to us; also to advise us loading point. We believe that we can find a very satisfactory market for you on this lot of wheat."

Terminal Elevators (Grain Merchants) Kansas City, Mo., writing under date of Oct. 28, 1905, say: "Would advise that we are probably the largest buyer of durum wheat in this market and will be pleased to communicate with any of your acquaintances or correspondents that have the same for sale. We have a traveling man in Western Kansas at the present time, who we will send to Colorado providing there is a sufficient amount of this grain offering to justify us in doing so. We would thank you to wire us at our expense, upon receipt of this, the nearest shipping points to which this wheat is located. If there is more than one point so much the better. You understand it will hardly justify us in sending a man for less than ten cars for some point. We would be pleased to have you advise us and send us reports that you have showing the acreage of this kind of grain by counties in Colorado. We will be pleased to correspond with

parties that have this grain in any amounts."

The possibility of a steady market for durum flour for the U. S. Army is indicated by the following communication from a very large Commissary Headquarters—Office of Purchasing Commissary U. S. Army, Oct. 27, '05: "I have the honor to acknowledge the receipt of your letter of the 19th instant and in reply thereto, to say that I have made a few baking tests on durum flour with a view of finding a flour which will make a bread which will keep fresh as long as possible, for use as a field service bread and while traveling by rail, to replace as far as possible the hard bread now in use for that purpose. While my tests have been limited in number owing to lack of the flour, I will soon make others as I now have the materials on which to work. So far I am satisfied that durum has the qualities for which I seek, but more extended experiments will be necessary before any appreciable market for the flour is created by its use in the Army."

There is now and will continue to be a market for all this wheat which we can grow. This year the failure of Russia to furnish durum wheat for export—on account of war in the Orient and a threatened wheat famine in the empire—southern and western Europe is looking to the United States for its supply.

If we can keep our durum pure and of good quality, this market once opened will remain a constantly increasing one. Do not grow this wheat on irrigated lands, neither think that any dry land can be cropped to durum. The market is strong at present and indications are that the unjust discrimination of past seasons against this wheat are being removed and this wheat of the semi-arid West and Northwest is steadily coming into public recognition.

It is another proof that worth wins after a time, if persistent enough. Exporters and grain merchants having recognized durum as an export wheat, it is now up to the growers to turn this durum wheat into the channels of commerce. Then we will all turn to the millers and see if they are willing to make the next move.

Mr. W. H. Smith, of the Wray (Colo.) Mills, is this month making an experimental run with 1,500 bushels of durum wheat for flour purposes, and Mr. B. F. Hottel of the Lindell Mills, Fort Collins, Colo., is making a commercial test of several thousand sacks of durum flour from Larimer County grown durum wheat. Local stores are handling this flour with excellent success. Customers using flour once for bread and pastry come back for another sack.

We now know that we can successfully grow, harvest and sell durum wheat in Texas, New Mexico, Utah, Colorado, Wyoming, Montana, South Dakota, North Dakota and Idaho. It has become a staple export wheat and a steady market seems now assured.

A plowing match for prizes of over \$100 in gold was held recently on the Funk Bros. seed farm near Bloomington, Ill., under the supervision of Fred Crane, head of the farm mechanics dept. of the Illinois College of Agri.

U. S. customs officers are now stationed at Antler, S. D., on the international boundary to accept Canadian wheat for shipment in bond. One day recently 40 Canadian farmers hauled grain across the line to sell on the Antler market.

Supply Trade

The Western Gas Engine Mfg. Co., of Oakland, Cal., contemplates erecting a large plant.

The Allis-Chalmers Co. contemplates closing its Chicago works on account of labor troubles.

W. J. McElroy, of Buffalo, N. Y., has invented a grain drier designed to be installed in country grain elevators.

Honstain Bros., elevator builders of Minneapolis, Minn., contemplate closing their offices Dec. 1 and going south for the winter.

The Johnson & Field Co., of Racine Junction, Wis., has increased its capital stock to \$30,000, and will build a large addition to its plant.

With a heavy crop of corn and farmhands at premium the manufacturers of portable grain elevators for filling cribs are reaping a harvest of orders.

Leroy W. Northway, formerly connected with the Strong & Northway Mfg. Co., of Minneapolis, Minn., died Nov. 10, aged 29 years. He had been in poor health for a year and a half.

O. G. White and Frank Englehardt, salesmen for rival automatic scales, quarreled over a customer at Chicago Nov. 7. While wrestling Englehardt drew a knife and stabbed White three times.

The suit of the Ben Steele Weigher Co. against the Hart Grain Weigher Co., Peoria, Ill., for infringement of patent, has been referred by the U. S. Court to a master in chancery to take testimony.

Alexander & Crouch, of Chicago, Ill., dealers in gasoline engines and machinery, have dissolved partnership, and will close their Canal street office and show room. Mr. Crouch will continue in the business elsewhere.

When you are sick do you seek the cheapest doctor? Would you expect a quack or a charlatan to bring about improvement? How do you do when you wish to build up your business? Do you patronize the cheapest or the best advertising medium?

The Union Iron Works of Decatur, Ill., have issued a 107-page illustrated catalog and price list of the Western Shellers, Cleaners and Elevating Machinery, embracing everything that is wanted for a complete elevator equipment. Copies of the book will be sent readers of the Grain Dealers Journal on request.

M. Mitshkun Co., of Detroit, Mich., who are large manufacturers of railway equipment, are pushing the sale of one of their specialties, the Giant Car Mover, and are naming a very low price to grain shippers for this efficient device. Full particulars of this specialty are given in the *Railway Equippier*, which will be mailed free of charge to readers of the Grain Dealers Journal.

It is rather depressing to go through the advertising pages of the trade journals and note the numerous opportunities that have been lost by advertisers. It seems to be the opinion of many users of space that a striking design constitutes a good advertisement, whereas the

truth is that the design is only half the advertisement, and unless it is strongly supported by the other half—the text—it will accomplish but little as far as producing results is concerned. Of course, the trade-journal advertisers are by no means the only ones who suffer from lost opportunities; but they certainly supply the most notable and most frequent instances.—*Profitable Advertising.*

Corn Oil and Cake Exports.

Exports of oil cake during the 9 months prior to Oct. 1 were 26,790,590 pounds of corn oil cake and 387,962,303 pounds of linseed oil cake; compared with 14,583,203 pounds of corn oil cake and 457,597,953 pounds of linseed oil cake for the corresponding months of 1904.

Exports of corn oil for the 9 months were 2,445,852 gallons; compared with 1,628,100 gallons for the same months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

Bean Crop in Hungary.

The consumption of beans in Europe is said to be increasing annually at an extraordinary rate so that the Hungarian agricultural societies are urging growers to increase their area of beans to meet the demand.

Only enuf beans to cover home requirements were grown this year in Hungary, reports Consul Chester of Budapest. A small crop will be gathered in the Theiss districts, Bacs County, Szerem County and the Transylvanian Counties. The weather was favorable until July, and advance sales for September delivery were unfortunately made. Nevertheless, the color and general appearance of the beans are satisfactory. The price paid in August for fine white beans went up from \$4 per 220 pounds to \$4.80. Yet competition is expected from United States and Canada. Only from 1 to 3 crowns difference per 100 kiols exists between the various grades. Not the demand from without but the lack of supplies from within has raised the prices in Budapest, where only 1,000 to 1,200 carloads have so far found a market.

The drouth of 1904 entirely ruined Hungary's bean crop, as well as those of several other European countries, and only the crop of 1903 served to cover the needs of the year, though 2,199,759 pounds were imported from Austria, Bosnia, Germany, Roumania, Servia, British India, and Bulgaria. The quality of the lima beans shipped to various European ports was found unsatisfactory, and high prices in Hungary and elsewhere in Europe resulted.



The Cash Demand Bothers the Bears.—Jahn's Red Letter.

INDUSTRIES OFFERED LOCATIONS

ARE

Satisfactory Inducements,
Favorable Freight Rates,
Good Labor Conditions,
Healthful Communities,

ON THE LINES OF

THE ILLINOIS CENTRAL R. R.

AND

YAZOO & MISSISSIPPI VALLEY R. R.

For full information and descriptive pamphlet address

J. C. CLAIR,

Industrial Commissioner,

1 PARK ROW, CHICAGO, ILLINOIS.

MANUFACTURERS

Contemplating establishing plants
in the West should take advantage
of a location on



Chicago & North-Western Ry.

which reaches the famous

WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT
LUMBER DISTRICTS,
MINING DISTRICTS

of the West and Northwest, and
affords the best means of transportation
to the markets of the world.

FOR FURTHER PARTICULARS APPLY TO

MARVIN HUGHITT, Jr.,

Freight Traffic Manager,

CHICAGO.

E. D. BRIGHAM,

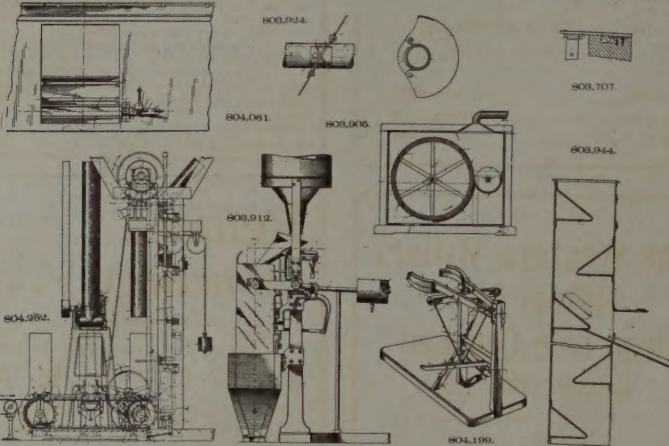
Gen'l Freight Agent,

CHICAGO.

To New York in 18 Hours
"The Pennsylvania Special" of the Pennsylvania Short Line makes the run from Chicago to New York (905 miles) in 18 hours. It leaves Chicago every day at 2.45 p. m., arriving at New York next morning at 9.45. Returning it leaves New York every day at 3.55 p. m., arriving at Chicago next morning at 8.55. The business man's opportunity. Today in Chicago, to-morrow in New York. The next morning back in Chicago. "The Pennsylvania Special," eighteen-hour-train between Chicago and New York, is equipped with Vestibuled and Electric-lighted Library-Smoking, Dining, Sleeping, and Compartment-Observation Cars. For full particulars, sleeping-car space, call on your home agent, or address C. L. Kimball, Asst. General Passenger Agent, Pennsylvania Lines, Room 22, 2 Sherman St., Chicago, Ill.

Patents Granted

Malting Apparatus. No. 803,675. John F. Dornfeld, Chicago, Ill.



Explosion Engine. No. 803,623. Edward T. Pollard, London, Eng.

Gas Engine. No. 804,332. Chas. J. Moody and Victor E. Moody, Elgin, Ill.

Carbureter for Explosion Motors. No. 804,589. Giovanni Enrico, Torino, Italy.

Carbureter for Gasoline Engines. No. 804,025. Ogden Minton, New York, N. Y.

Circuit Controller for Explosive Engines. No. 804,783. Richard Varley, Englewood, N. J., assignor to the Auto-coil Co.

Bag-Holder and Spreader. No. 804,199. (see cut) Herbert F. Ballou, Winchendon, Mass. The holding members are carried by spreading arms hinged to a rear support and mounted upon a T-shaped support. The arms are held together by a spring and parted by cords operated by the operator's foot.

Grain Cleaner. No. 803,905. (see cut.) Andrew Kammerloher, Minneapolis, Minn. The square casing contains a drum having a roughened periphery and a conveyor. The rotation of the drum in the direction of the arrow throws the grain upward in a shower into the chamber above the drum and conveyor.

Conveying Apparatus. No. 803,944. (see cut.) Thos. Wallace and Frank Nash, San Francisco, Cal. An inclosed chute is provided with a series of oppositely inclined arresters, the chute having side openings opposite to some of the arresters; a deflector is adapted to be inserted into one of the openings in continuation of the corresponding arrester.

Grain Door. No. 803,707. (see cut.) Kistel Osel, St. Paul, Minn. The door is slidably supported and of less width than the door opening. Two latches pivotally supported on the door co-operate with openings in the frame alongside a pair of plates having slidable hinge connection with straps secured to the inner faces of the sides of the door frame.

Grain Door. No. 804,061. (see cut.) Jurgen Siemsen, Valparaiso, Neb., assignor of one-half to Wm. L. Worrell, Valparaiso. The door slides on tracks and is opened and closed by turning a cog-wheel meshing with a rack on the lower edge of the door. When locked the cog-wheel is prevented from being turned by the hasp covering the squared end of the shaft.

end. A grooved anchor block is interposed between the bridge bar and the shaft, a set screw working thru one end of the anchor block and serving to tilt and tighten the flight upon the shaft.

Automatic Weighing Machine. No. 803,912. (see cut.) Geo. W. Lottridge, Niles, Mich., assignor to Frank R. Sleeper, Niles, Mich. The movable weighing hopper has two buckets always open at their upper ends, but alternately closed and opened. A continuous stream of material is alternately fed into the two buckets thru a spout rocking on a vertical axis.

Bag Filling and Weighing Machine. No. 804,262. (see cut.) Frederick G. Pennock, Braintree, Mass., assignor to Pneumatic Scale Corporation, of Maine. The bag is partially filled before it is placed on the scale pan and the load completed while on the scale-pan, the partially filled bag being transferred to a position above the pan by an intermittently moving conveyor. Near the end of the movement of the conveyor the pan is raised into engagement with the bag, which is then lifted from the conveyor. Two separate bag-filling mechanisms are provided, one to partially and the other to completely fill the bag.

E. R. Moses of Great Bend, Kan., has been chosen pres. of an organization of 60 dealers in farm implements, who will establish a purchasing agency and build factories.

M. S. O'Connor, district supt. of the Northwestern Ry. of India, has been visiting America to gain information on the best style of grain elevators to erect in the wheat belt of India.

Sunshine Every Day in Colorado

The kind of sunshine that begins early in the morning, remains steadily at work until late in the afternoon, and keeps you snug and warm without an overcoat or heavy wrap! The kind of sunshine that draws you out-of-doors and holds you there day after day until you feel like a new being! The kind of sunshine that prompts you to say "Good morning" as though you mean it!

A folder showing the actual records of Colorado's sunshine may be obtained free of P. S. Eustis, "Q" Building, Chicago

Fire Insurance Companies

ESTABLISHED 1889

**Indiana Millers Mutual Fire
Insurance Company**
OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers

MUTUAL FIRE INSURANCE CO.
of Lansing, Mich.

Assets\$1,456,464
Losses paid.....1,305,884
Net cash assets.....291,000

**Millers' Mutual Fire Insurance
Association of Illinois.**

ALTON, ILLINOIS.

"In times of harvest lay aside a portion for a rainy day." Isn't that good advice? Well then, carry your insurance in this Company. In twenty-seven years of Underwriting we have saved about one-half of the cost of insurance to Policy-Holders. Think of what that means. Instead of paying \$100 a year only \$50. Isn't that good practice?

Cash Assets\$ 167,000.00
Net Cash Surplus 97,000.00
Deposit Notes..... 1,025,000.00

We write mills, elevators, grain warehouses and stock in them, for a long or short term as required. Write to our office and see for yourself.

D. R. Sparks, Pres. A. R. McKinney, Secy.

LOW COST

FOR

SHORT TERM INSURANCE

Why pay high cost of short rates when you can get short time insurance at pro rata or better in the



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Quick service is given by use of telegraph with immediate delivery of binder by mail where "open policy" is used. Information of methods furnished by

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ORGANIZED 1883

**The Western Millers
Mutual Fire
Insurance Company**

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents.

**Reliable
Insurance . . .**

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$4,101,731.91

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A Trial Policy

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407-408-409 KEMPER BLDG.

KANSAS CITY, MO.

**MILL
OWNERS**



**MUTUAL FIRE
INSURANCE CO.**

DES MOINES, IOWA

Insures Elevators, Mills, Warehouses and Contents. Oldest Mill Mutual in America.
J. G. Sharp, Secretary

**Wagon Loads
Received** FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Line Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

**Record of Cars
Shipped** FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Line Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

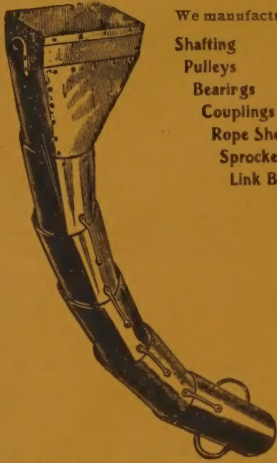
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255 La Salle St., CHICAGO, ILL.

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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

Elevating, Conveying and Power Transmission Machinery



We manufacture a full line of

Shafting	Boots
Pulleys	Turnheads
Bearings	Bin Bottoms
Couplings	Spouting
Rope Sheaves	Trippers
Sprocket Wheels	Power Shovels
Link Belting	Belting, Etc.



Send us your specifications for estimates. Largest manufacturers of grain elevator machinery west of the Mississippi.

KINGSLAND-KAY-COOK MFG. CO.

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Chicago Office, 401 Monadnock Bldg.

Elevator Buckets

for all purposes are but a lesser part of our extensive line of

Elevating and Conveying Machinery

for use in

Grain Elevators and Flour Mills



Webster M'fg Co.

1075-1097 West 15th Street, Chicago

ARE you interested in equipment which reduces operating expenses? I have an appliance which will do the work now done by your fireman; will lessen the fuel bill, reduce the insurance rate, and in addition will give you a clean plant.

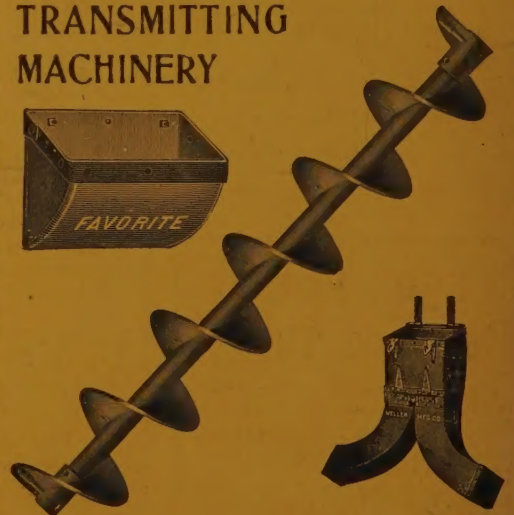
The expense of installing is nominal and I guarantee good returns on the investment. Write for booklet describing my device.



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GRAIN ELEVATOR & POWER TRANSMITTING MACHINERY



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Send for our 440-page catalog, 18-A.

LUFKIN STEEL TAPES

ARE
INDISPENSABLE
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